The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1179—Vol. XXVIII.] LONDON, SATURDAY, MARCH 27, 1858. (WITH SUPPLEMENT) {Stamped ... Sixpence. Unstamped .. Fivepence.

JAMES CROFTS, MINING AND SHAREBROKER, No. 1, PINCH LANE, LONDON (established 14 years), TRANSACTS every BUSINESS in MINING SHARES, but, not being a DEALER, BUYS and SELLS orders confided to him.

REPORTS recommends immediate attention on the part of buyers to the following in connection with their late and present prices. Such an opportunity as the time presents for investing in CHEAP SHARES probably never occurred. How long before it will occur again:—

DIVIDEND MINES.

Bonee.	North Roskear.	Rosewarne Consols.
Bny.	Calstock Consols.	Mary Ann.
of Towy.	Alfred Consols.	Wheal Wrey.
Consols.	Boscean.	Fowey Consols.
Infoot.	Bedford United.	Botallack.
d Margaret.	Drake Walls.	Condurrow.
Dong.	North, West, and East Basset, and Wh. Basset.	South Frances.
idge Consols.		Wheal Kitty (Lelant).
ller and St. Aubyn.	Hingston Down.	

NON-DIVIDEND.

Mine.	Holmbush.	*Wheal Lovel.
urine and Jane.	*Castell (Limited).	Worthing.
d Edward.	*Porkellis United.	Kelly Bray. Ludcott.
Wheal Russell.	North Tavy.	Wheal Grenville.
Bertha.	Virtuous Lady.	Rosewarne and Herland.
Wheal Alfred.	East Alfred Consols.	Tehidy.
oor.	*Pedn-an-drea.	South Condurrow.
for.	Wheal Harriett.	Pendeen Consols.
lyan.	Great Hewas.	North Trelawny.
ith.	*Wheal Zion.	*Lelant Consols.
d Hender.	*Wheal Arthur.	*Bryntail.

All of the above mines are almost at either nominal or very low prices, amongst are those marked *, and are, consequently, deserving of special attention. The der offer large profits at present prices, either in the shape of an advance in e from dividends, or both.

Bankers: The Commercial Bank of London, Lothbury.

J. JAMES LANE, No. 29, THREADNEEDLE STREET, MINING SHARE DEALER.

JAMES B. BRENCHLEY, DEALER IN BRITISH MINING SHARES. 11, ROYAL EXCHANGE, LONDON.

Lists of prices furnished upon application, and every information given relative to sales and purchases of these securities.

BRENCHLEY has business daily in most of the mines mentioned in this Journal, transactions effected at nett prices.

FOR SALE, AT NETT PRICES, and for immediate delivery:—

5 Alfred.	2 Mary Ann.	5 Wheal Margery.
Botallack.	2 Trelawny.	5 North Frances.
Condurrow.	2 North Roskear.	10 South Carn Brea.
Basset.	2 Ding Dong.	5 Edward.
South Frances.	10 Bryntail.	10 East Russell.
West Seton.	5 Clijah and Wentworth.	10 North Robert.
Miller.	5 Kitty (Lelant).	10 Hingston Down.
Rosewarne.	1 Providence.	5 Rosewarne & Herland.

Apply to J. B. BRENCHLEY, 11, Royal Exchange, London.

DIVIDEND MINES, well selected, are the BEST of all PUBLIC INVESTMENTS, paying, as they do (in dividends every two or three months), 20 to 30 per cent. per annum. NON-DIVIDEND MINES, carefully chosen, certain advance in price 500 per cent., or more.

PETER WATSON, MINING BROKER, having 14 years' experience in every department of mining and its management, together with an extensive and regular correspondence with mining agents and others in Cornwall, Devon, and elsewhere, is qualified to judge of and select mines of intrinsic value. PETER WATSON, being a member of the Mining Exchange, will forward a list of prices when required, and may be consulted daily as to purchases, sales, &c.

Bankers—Union Bank of London.

Commission 1¼ per cent. on all transactions.

Threadneedle-street, London, E.C., March 26, 1858.

MR. LELEAN RECOMMENDS the following SHARES for INVESTMENT:—Devon Consols, South Caradon, Providence, Dolcoath, Par Consols, North Basset, South Frances, Wheal Buller, Wheal Basset, West Wh. Seton, Wheal Ann, Vale of Towy, Wheal Margaret; and those for SPECULATION, in which great rise will take place, Lady Bertha, Tolvadden, Carnyorth, Wheal Charlotte, North Roskear, Margery, East Russell, East Alfred, East Providence, Great Wheal North Levant. Commission 1¼ per cent.

MR. LELEAN has also for SPECIAL SALE—

Mine.	10 Balnoon, 10s.	100 Redmoor, 5s. 6d.
Wheal Zion, 9s.	100 Molland, 9d.	100 Kelly Bray.
South Bog, 5s.	40 Buller and Bertha, 3s.	25 Edward.
Rosewarne Cons., 21s.	20 Bryntail, 20s.	100 Sortridge.
Tin, 15s.	10 Old Tolgus United, £10.	100 South Cuddra.
Wheal Tallack, 4s. 6d.	100 Great Caradon, 4s. 6d.	100 Great Hewas.
Miller and Basset, 15s.	4 Herward United, £14.	100 Gawton.
		40 Pendeen.

MR. LELEAN is a BUYER of a few Wheal Charlotte; please state the number to be had of, and the very lowest price.

March 26, 1858. MR. LELEAN, 4, Cushion-court, Old Broad-street.

MR. R. LINTHORNE, ENGLISH AND FOREIGN MINING AGENT, 3, ADAM'S COURT, OLD BROAD STREET, LONDON.

BUSINESS TRANSACTED in all ENGLISH and FOREIGN MINES, and other SECURITIES, on the usual terms of commission. Information afforded in respect of Dividend-paying and Progressive Mines.

MINING SHARES FOR SALE, FOR IMMEDIATE CASH.—

10 Alfr. Con., £12¼.	5 West Fowey, £9¼.	10 Pendeen, £3.
Botallack Consols, £4¾.	1 Wheal Basset, £232½.	50 Redmoor, 6s.
Carn Brea, £50.	1 Wheal Margaret, £49.	2 South Basset, £8¾.
Drake Walls, £1¾.	12 Wheal Wrey, £4¼.	10 South Carn Brea, £5¼.
Grenfoot, £7¾.	10 Cook's Kitchen, £3¾.	5 Tolvadden, £7¾.
Hawke Valley, £3¼.	10 East Alfred, 46s. 3d.	10 Wheal Edward, £7¼.
Merrilyn, 1s. 3d.	1 East Basset, £92¼.	25 Wheal Grenville, 31s.
Par Consols, £19.	5 East Wheal Russell, £6.	5 Wheal Margery, £10½.
Sortridge, 30s. 6d.	10 Great Alfred, £5¼.	20 Wheal Sidney, 30s.
Tehidy Day, 17s.	20 North Tavy, £3.	

Apply to WM. MICHELL, 3, Austinfriars, London, E.C.—March 26, 1858.

MR. E. GOMPERS HAS BUSINESS TO TRANSACT IN—

100 Dale, £1¼.	Redmoor, 5s. 9d.	50 St. Day United, 17s. 6d.
East Russell, £5¾.	25 Lady Bertha, 25s.	25 Castell, 3s. 6d.
Wheal Wrey, £3¾.	100 Vale of Towy, 25s. 6d.	20 Treweatha, 15s.
Hingston Buller, 10s.	10 Hingston Down, £6¼.	50 Virtuous Lady, £1¼.
Wheal Ward, £7¼.	500 Chancellorsville, 1s.	3 Wheal Mary Ann, £43.
East Alfred, £5¼.	100 Sortridge Cons., £1¾.	100 East Rosewarne, 15s.
Basset Consols, £2.	100 Gawton, 15s.	50 Pendeen Consols, £2¾.
Bryntail, £15.	300 Unity Fire.	100 Bedford Consols, £¾.
Basset, £215.	2 Wheal Basset, £227½.	200 Worthing, 3s. 9d.

Holland, 9d.—3, Crown-court, Threadneedle-street.

GEORGE SPRATLEY, No. 15, OLD BROAD STREET, E.C., continues to TRANSACT BUSINESS either in the PURCHASE or SALE of RAILWAY, BANK, or INSURANCE SHARES; and those seeking safe profitable investments may obtain reliable information respecting these securities on application. WANTED—

Bry Consols.	6 Wheal Margery.	50 Wheal Harriett.
Sortridge.	10 North Tavy.	50 South Condurrow.
Bry Bertha.	5 Par Consols.	15 North Levant.
Wheal Zion.	20 Vale of Towy.	10 East Wheal Margaret.

HENRY GOULD SHARP, BRITISH AND FOREIGN STOCK AND SHARE DEALER. 32, POULTRY, LONDON, E.C.

SHARES FOR SALE, at nett prices:—

Botallack Cons., 20s.	30 Pedn-an-drea, 15s. 9d.	50 Lady Bertha, 26s. 6d.
Miller & Bertha, 3s. 3d.	10 Penstruthal, £10½.	20 Sortridge Consols, 22s.
Wye (Limited), £1¾.	50 Rheidol Units., 20s. 9d.	50 St. Day United, 15s.
Pedn Hender, 6s. 3d.	5 Tolvadden, £7¼.	
	100 Queen of Dart, 10s. 3d.	20 Wheal Harriett, 19s.

MR. GOULD SHARP will be happy to receive any buying or selling orders.

SHARES WANTED, at nett prices:—

Botallack, 5s.	100 Redmoor, 5s. 3d.	
Wheal Jane, 5s.	5 Gt. Wh. Fortune, £4¾.	50 Unit. Mines (Tav.), 4s.

Commission on all buying and selling transactions 1¼ per cent.

Bankers: London and Westminster Bank, Lothbury.

MR. GEORGE BUDGE, of 4, BIRCHIN LANE, CORNHILL, LONDON, has SHARES FOR SALE, at the following prices:—

Wheal Zion, 10s. 6d.	100 Tamar Consols, £1¼.	200 Tees Side, 5s.
Worthing, 4s. 10d.	50 E. Rosewarne, 17s. 3d.	50 Wh. Harriett, 18s. 3d.
Trelawny, £24¾.	1 South Frances.	10 South Carn Brea, £5¾.
East Alfred, £31¼.	50 Treweatha, 28s. 6d.	50 Bryntail, 36s. 6d.
Lady Bray, 35s.	10 Wheal Margery, £10¼.	25 North Downs.
Fowey Gt. Elizabeth, £3.	20 Boiling Well.	10 North Frances.
East Day United, 17s. 9d.	2 Wh. Mary Ann, £45¼.	50 Lady Bertha, 26s. 3d.
Wheal Grenville, 22s.	100 Redmoor, 6s.	50 Tretoll, 25s.
Down.	2 East Basset.	10 Carnyorth, £6¼.

GEORGE MOORE, DEALER IN MINING SHARES. 1, CROWN COURT, THREADNEEDLE STREET.

GEORGE MOORE will SELL the following SHARES, or any part, at quoted prices, FREE OF ANY COMMISSION:—

DIVIDEND.

5 Alfred Consols.	1 South Wheal Frances.	1 Wheal Buller.
20 Great Wh. Vor, 41s. 3d.	25 St. Day United, 17s.	2 Wheal Jane, £13.
5 Herodsfoot, £7¼.	10 Tincroft, £4.	5 Wh. Kitty (St. Agnes), £3 18s. 9d.
10 Hingston Down, £5¾.	50 Vale of Towy, 25s. 9d.	
1 North Roskear, £26¾.	1 West Basset, £34½.	1 Wh. Margaret, £49.
25 Sortridge Con., 31s. 6d.	1 West Caradon, £115.	1 Wh. Mary Ann, £44½.
1 South Caradon.	1 Wheal Basset, £230.	1 Wh. Trelawny, £25¼.

NON-DIVIDEND.

30 E. Rosewarne, 16s. 6d.	10 North Robert, £4¾.	10 Wheal Edward, £7¾.
10 E. Russell, £5 18s. 9d.	50 Redmoor, 5s. 4½d.	50 Wheal Glynn.
10 Gt. Alfred, £5 1s. 3d.	5 Porkellis United, £3¼.	10 West Grenville, 5s. 3d.
25 Lady Bertha, 27s. 3d.	5 South Carn Brea, £5¼.	20 Wheal Grenville, 30s.
10 North Frances, £9¾.	10 Tolvadden, £7¼.	25 Wheal Zion, 8s. 6d.

Purchasers of undoubted respectability can register transfers and receive certificates of same previous to payment.

GEORGE MOORE will forward a daily list of the prices of mining shares to any one who desires it.

In any business that GEORGE MOORE is favoured with, in which he is the buyer, he will give CASH ON RECEIPT OF TRANSFER.

MESSRS. J. J. REYNOLDS AND SON, No. 1, ROYAL EXCHANGE BUILDINGS, LONDON, E.C., ENGLISH AND FOREIGN STOCK, RAILWAY, AND MINING SHAREBROKERS, beg to inform their friends and the public that the present time is a FAVOURABLE OPPORTUNITY for INVESTMENT in many undertakings of a substantial character, paying dividends worthy the attention of the capitalist.

Every information can be obtained at their offices, which their practical experience enables them to give, not only of mines and other properties of established value, but of those that are not.

Messrs. J. J. REYNOLDS and SON, having been so frequently called upon by their friends and connections to procure for them loans on the deposit of available securities, have now entered into arrangements to enable them to negociate transactions of this kinds, on terms very advantageous to their clients. They have at present from £50,000 to £100,000 to employ in this manner, and shall be happy to be useful to any of their connections requiring assistance.

MESSRS. POWELL AND COOKE, 8, HERCULES CHAMBERS, OLD BROAD STREET, LONDON.

Messrs. POWELL and COOKE beg to direct the attention of investors and speculators to the undermentioned list of Dividend and good Progressive Mines.

The Dividend Mines pay from 12 to 20 per cent. per annum on the present market value of the shares. The prospects of the Progressive Mines are very encouraging, and it is fully expected that several of them will appear in the Dividend List during the present year, and that a considerable rise will take place in the price of the shares.

DIVIDEND MINES.

Devon Great Consols.	Vale of Towy.	West Fowey Consols.
South Caradon.	Wheal Mary Ann.	West Basset.
South Wheal Frances.	Par Consols.	

PROGRESSIVE MINES.

Hingston Down Consols.	Great Hewas United.	Virtuous Lady and Wh. Bedford.
North Roskear.	South Carn Brea.	
Treweatha.	Wheal Zion.	North Wheal Robert.
East Trefusis.	West Par Consols.	Wheal Edward.
Kelly Bray.	Tolvadden.	Great Wheal Alfred.
Yarner.	Catherine and Jane Con.	

Messrs. POWELL and COOKE will be happy to afford reliable information respecting mines; and will transact any business engrusted to them, either at nett prices, or on commission of 1¼ per cent.—Dated March 26, 1858.

JAMES HERRON has FOR SALE the following SHARES, at the prices quoted, and FREE OF COMMISSION:—

10 Bryntail.	20 Great Hewas, 22s. 6d.	10 South Wheal Ellen.
10 Boiling Well, 26s. 9d.	5 Hingston Down, £6¼.	20 Tamar Consols, 21s. 9d.
50 Cath. and Jane, 6s. 2d.	20 Holmbush, 23s. 9d.	15 Trebarvah, 29s. 9d.
1 Cefn Brwyno, £41.	2 Kitty (Lelant), £12½.	5 Tincroft, £3 18s. 9d.
20 Cwm Sebon, 24s. 9d.	15 Kelly Bray, 37s. 6d.	10 Treweatha, 17s. 9d.
30 Chancellorsville, 2s. 9d.	10 Lelant Consols, £1¾.	1 Treweny, £25¼.
30 College Mines, 2s. 9d.	5 Ludcott, 23s. 9d.	20 Vale of Towy, 26s. 9d.
50 Castell, 4s. 9d.	10 Lewis, 37s. 6d.	5 Wheal Wrey, £4¾.
15 Drake Walls, 36s. 9d.	10 Lady Bertha, 28s. 9d.	20 Wheal Cupid, 7s. 9d.
1 Dev. Gt. Con., £477½.	20 North Trelawny.	1 Wh. Margaret, £49½.
30 Dale, 22s. 9d.	2 No. Basset, £14 17s. 6d.	1 Wh. Mary Ann, £43¾.
1 Ding Dong, £18¼.	15 North Downs.	5 Wh. Edward, £6 18s. 9d.
10 East Tamar, 17s. 9d.	5 Par Consols, £20¾.	5 West Basset, £24¾.
10 E. Russell, £5 18s. 9d.	20 Pembr. and E. Crinnis, 9s. 9d.	20 West Grenville, 5s. 6d.
7 E. Margaret, £4 18s. 9d.		3 West Sharp Tor.
10 E. Rosewarne, 15s. 9d.	10 Pendeen Cons., 16s. 9d.	5 Wheal Margery, £10¾.
6 East Wheal Rose.	1 Rosewarne, £27¼.	50 Willow Bank.
10 Great Wh. Buny, £6¾.	20 Redmoor, 6s. 9d.	3 W. Providence, 37s. 6d.
1 Gramb. and St. Aubyn, £110.	20 South Bog.	10 Wheal Hender.
	50 Sou. Condurrow, 4s. 3d.	5 Wheal Ellen.
5 Great Alfred, £5 6s. 9d.	5 Stray Park.	10 Wh. Harriett, 18s. 9d.
20 Garrey, 8s.	1 South Caradon, £385.	20 Wheal Zion, 10s. 6d.
10 Grenville, 34s. 9d.	5 St. John del Rey, £13¼.	

2, Adam's-court, Old Broad-street, London, March 26, 1858.

MESSRS. VIVIAN AND REYNOLDS, MINE AGENTS. 68, OLD BROAD STREET, LONDON, E.C.

Messrs. VIVIAN and REYNOLDS are enabled, through the long experience of Mr. W. C. Vivian as an underground agent and manager of mines in Cornwall, and in various foreign countries, to afford information on most important mining districts; and to inspect and report on mines. They are also enabled, by the several years' acquaintance of Mr. J. J. Reynolds, jun., with the transaction of the London share market, to obtain every advantage for those who may want either to buy or sell mining or any other description of stock.

Messrs. VIVIAN and REYNOLDS have daily information from the principal seats of mining, which is at the service of those who may honour them with their confidence.

Messrs. VIVIAN and REYNOLDS have received intelligence of a discovery in North Roskear, which promises to be of the greatest importance, and adds considerably to the value of the mine. In the 80 fm. level cross-cut north, which is being driven with the object more particularly of intersecting the lode of Wheal Seton, and West Wheal Seton, an intermediate lode has been cut, which is 2 ft. wide, and produces copper ore of the same character as that from which these mines—Wheal Seton, and West Wheal Seton—have made such large profits. The ground in which this discovery has been made is situated between Wheal Seton and West Wheal Seton, and is 140 fms. in length. There are several other lodes to be intersected by the extension of the 80 cross-cut 40 fms. further north to the boundary, including that of the two celebrated mines named. The 164 fm. level, in the western part of North Roskear, has opened through near 40 fms. of ore ground, worth in some places £160 per fm., and the present end is worth over £40 per fm. The 174 and 184 are being driven towards this ore ground with all possible expedition, and the former level will soon reach it. Messrs. VIVIAN and REYNOLDS are SELLERS of—

1 South Frances, £360.	5 Trelyon.	5 East Trefusis, £5.
1 Wheal Basset, £230.	10 East Alfred, £2¼.	5 North Levant, £3¾.
10 Tincroft, £4.	1 Rosewarne Uni., £27.	2 North Roskear, £27.
1 Carn Brea, £50.	1 Margaret, £52½.	5 Unity, £3¾.
2 Alfred Consols, £12¼.	10 Great Wheal Busy, £6.	20 Dale, 22s.
5 Par Consols, £19.	5 North Frances, £9¼.	10 Leeds and St. Aubyn.
25 St. Day United, £¾.	5 North Crofty, £5.	1 Levant.
1 United Mines, £105.	5 Grenville, 30s.	1 Buller.
10 Pendeen, £3¼.	50 So. Condurrow, 3s. 9d.	5 East Russell, £6¼.
10 Kelly Bray, 35s.	25 West Grenville, 5s. 6d.	10 Harriett, 18s. 6d.
25 Vale of Towy, 26s. 6d.	10 Stray Park, £3¼.	5 Edward, £7¾.
	25 East Rosewarne, 9s.	

MR. WILLIAM MOORE, STOCK AND SHAREDEALER, 11, HERCULES CHAMBERS, OLD BROAD STREET.

N.B. Business transacted in every description of stock and shares.

MR. R. H. M. JACKMAN, MINING AND SHAREBROKER, 2, ADAM'S COURT, OLD BROAD STREET, has BUSINESS in most of the MINES named on the last page of this Journal; and will be happy to receive any BUYING or SELLING ORDERS, which will be punctually attended to.

Commission 1¼ per cent.

MR. FRANCIS RIDGMAN, MINING SHARE DEALER, TAVISTOCK, DEVON.

MESSRS. A. J. HUTCHINGS AND CO.'S PATENT IMPROVED WIRE ROPE.

SOLE MAKERS TO THE

LORDS OF THE ADMIRALTY, THE FRENCH AND TURKISH GOVERNMENTS, And the principal Colliery Proprietors throughout the kingdom.

MANUFACTORY, MILL WALL, POPLAR, LONDON.

ROUND and FLAT ROPES of every description, suitable for mining operations or other purposes, GALVANISED or UNGALVANISED, MANUFACTURED upon the newest and most improved machinery, ensuring greater pliability, durability, and strength; and is admitted by the principal coal proprietors to be far superior to any other kind of wire rope. The superiority of these ropes over hempen ones, in point of strength, lightness, durability, and cost, is admitted by all who have tried them.

GUIDE ROPES, SIGNAL CORD, LIGHTNING CONDUCTORS, &c.

BOCONNOC AND GREY MARE IRON MINES, with MACHINERY, MATERIALS, PLANT, and about 1000 tons of IRON ORE, FOR SALE.

MR. T. P. THOMAS has been favoured with instructions to SELL, BY PUBLIC AUCTION, at his offices, 2, Crown-court, Threadneedle-street, London, on Thursday, the 8th day of April, 1858, at One o'clock precisely, in One Lot, and subject to such conditions as will be produced at the day of sale, ALL those valuable MINERAL PROPERTIES, known as BOCONNOC AND GREY MARE IRON MINES, situate in the parishes of St. Wainow and Braddock, Cornwall, together with the BUILDINGS, MACHINERY, MATERIALS, IRON ORES (about 1000 tons), and PLANT, forming the whole of the property of the proprietors in, upon, and belonging to the mines, comprising, amongst other things, ONE 30 in. cylinder PUMPING ENGINE, 10 feet stroke in the shaft; three boilers, 25 fms. 9 in. pumps, 20 fms. 4 in. pumps, about 15 fms. wrought-iron air-pipes, three horse-whims, 60 fms. iron flat-rods, pulleys, stands, &c.; counting-house and fittings; smiths' shop, complete, with tools; a large quantity of iron; carpenters' shop; with all timber, and other materials in the mine; stables, three labour horses, harness, carts, &c., with other articles too numerous to mention.

The mines are in a full state of working, and the materials are of the best description. The auctioneer particularly wishes to draw the attention of capitalists and persons acquainted with mineral property to the above, as it is an opportunity which seldom offers. The mines now actually producing large quantities of iron ore, and being for sale only in consequence of the occupations of the present proprietors being foreign to mining business, and unable to give the mines their personal attention. In addition to the iron lodes, the copper lodes of Respryn and the Duke of Cornwall, which are producing large quantities of copper ore, are supposed to run through this sett. The mines being in actual work, and ore being raised, the same can be continued by the purchasers without a day's delay or hindrance.

The setts, which are extensive, about two miles on the course of the lodes, are held under lease from Lady Grenville for 21 years from 1855, at a royalty of 1-15th for copper, lead, and tin, and 9d. per ton for iron ore, and are situate about 2½ miles from the quay at Lostwithiel.

For the convenience of the purchasers, approved bills at two, four, and six months, will be taken for three-fourths or 75 per cent. of the purchase-money.

For further particulars and to view, application to be made to Mr. JOHN THORNE, the resident agent on the mines; and for further particulars and conditions, to the auctioneer at his offices, 2, Crown-court, Threadneedle-street, London, E.C.

TO CAPITALISTS.—Those who seek safe and profitable investment, free from risk, should act only upon the soundest information. The market prices of the day are for the most part governed by the supply and demand, and the operations of speculators, without reference to the soundness or merits of the undertaking. J. R. PIKE feels confident that mines afford a wider range for profit than any other securities. J. R. PIKE could name many that are free from debt, have large reserves, and pay dividends bi-monthly, varying from £15 to £30 per cent. per annum. Instances frequently occur of young mines rising in value 500 to 1000 per cent.; but these kind of securities more than any other should be purchased only upon the most reliable information, because there are shares upon the market of schemes called mines quoted at fictitious prices, intrinsically worthless.

J. R. PIKE devotes special attention to mines, therefore can afford every information to intending investors. Purchases and sales effected upon the best possible terms.

A daily price list forwarded on application to J. R. PIKE, 3, Pinner's-court, Old Broad-street, London.

WILLIAM MARLBOROUGH, MINING AGENT, (For many years with Mr. T. P. Thomas), 57, OLD BROAD STREET, LONDON.

MR. T. E. W. THOMAS, MINING AGENT AND GENERAL MINING-SHARE DEALER. 11, DALE STREET, LIVERPOOL.

MR. JOHN RISLEY, MINE SHAREBROKER, JAMAICA COFFEE HOUSE, ST. MICHAEL'S ALLEY, CORNHILL, LONDON, E.C.

Shares bought and sold at the closest market prices.

Commission on dividend shares 1¼ per cent., progressive 2½ per cent.

Pendeen and East Wheal Russell Shares are selling much below their real value; a few months is all that is required for these properties to tell their own tales. Capitalists should not be influenced by market fluctuations or share advertisements.

MR. J. T. KEVERN'S MINING, LOAN, AND DISCOUNT OFFICES, PENZANCE (Established 1845). Bankers (from 1838)—Messrs. Batten, Carne, and Carne.

CAPT. JOSEPH RICHARDS, INSPECTOR, MANAGER, AND PURSER OF MINES. Mines Dialled, Plans and Sections furnished. Address, Bedford Hotel, Tavistock, Devon.

TO CAPITALISTS.—RELIABLE INFORMATION may be obtained on application to the undersigned, in respect of MISCELLANEOUS SECURITIES generally. BANKS, INSURANCE SHARES, LAND COMPANIES, MINES (British and Foreign), RAILWAYS, FOREIGN STOCKS, and the PUBLIC FUNDS BOUGHT and SOLD at the closest market prices, and at moderate commission. References given and required. JOHN BATTERS, Stock and Sharebroker. 26, Throgmorton-street, London, E.C.

MR. W. H. BRUMBY, STOCK AND SHAREBROKER, 1, QUIET STREET, BATH, is in a position to give the BEST ADVICE in the SELECTION and PURCHASE of DIVIDEND and PROGRESSIVE MINES.

JAMES H. COCK, MINE SHAREBROKER, GENERAL COMMISSION AGENT, AND ACCOUNTANT, REDRUTH, CORNWALL.

J. H. COCK embraces the present opportunity of thanking his friends and the public generally for the amount of confidence and support he has received from them during the past year, and hopes by continued energy, promptness, and strict attention to all business entrusted to his care, to merit a continuance of the same.

Mines inspected and reported on, and every information furnished.

MR. J. HOLLOW'S GENERAL MINING AGENCY OFFICES, HAYLE, CORNWALL; AND AT 1, CROWN COURT, OLD BROAD STREET, LONDON, E.C.

MR. CHARLES D. BUTT, COMMISSION AGENT AND ACCOUNTANT, 15, UNION COURT, OLD BROAD STREET, E.C. Business transacted in British and Foreign Mining Shares.

Mr. CHARLES D. BUTT offers his services to committees and shareholders who may require their accounts audited prior to being presented.

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EAST WHEAL RUSSELL. ALFRED CONSOLS. | EAST ALFRED. YARNER.

SPECIAL REPORTS on the above MINES, by eminent practical authorities, will appear in Mr. MURCHISON'S REVIEW, NOW READY, price One Shilling, at 117, Bishopsgate-street Within, London.

Original Correspondence.

CANNEL COAL versus OIL GAS.

SIR,—As far as an assemblage of words go, the letter of "D. K.'s," of last week, is a very good one; but, unfortunately, it is no answer to the one I wrote. I will at once state, that if I do at any time "misrepresent," it will be in error; and my only desire in discussing the subject is that I may be shown those things in oil gas which my "philosophy has never dreamt of," much less seen. I will notice "D. K.'s" answer to my "tissue of misrepresentations" *seriatim*, as far as I can:—

1. That "the Hatfield Station has been lit by gas from Mr. Longbottom's apparatus for two months, and that it is giving full satisfaction." This may be so; but I know that Mr. Longbottom had not, at the date of my last letter, handed the works over to the company for a fortnight as complete. But neither this time, nor two months, are sufficient test of an apparatus to pronounce either the one way or the other on it.

2. I know of no companies formed by Mr. Longbottom in Europe paying 17 per cent.: perhaps "D. K." will inform your readers where they are to be found?

3. I will visit the works in the "cities" of Holland the next time I go there, and detail to you the circumstances under which oil gas is supplanting coal gas.

"D. K." willingly admits that all oil gas schemes have hitherto failed; but that Mr. Longbottom has learned to avoid the "rocks on which they have split;" that, by the advantages of his patent, he is sanguine of oil gas competing with coal gas "even in this country;" and that if I were better "booked up" in the yield of gas per gallon of oil, and in the cost of the gas per 1000 cubic feet, I should not have committed such grievous blunders. Well, then, in order to combat bare assertions with facts, and guard myself from being charged with the further guilt of misrepresenting, I will take the British Portable Gas Apparatus Company's own prospectus, and endeavour to prove from it that I have vastly underrated the cost per 1000 cubic feet.

I stated the yield of gas to be 80 cubic feet per gallon of oil; the prospectus states 79, but that a "considerable quantity of refuse oil is left, which the company will purchase at a liberal price." Now, in another part of this prospectus there is a report in which the cost of the gas is made out to be 7*s.* 6*d.* per 1000 ft., and this is arrived at in the following way, the estimate being based on the assumption that 700,000 cubic feet of gas would be required in the factory in which the apparatus was tried. To produce 700,000 cubic feet of gas, it states that 8912 gallons of oil would be required, and that there will be recovered 8097 gallons. Now, the difference between the two will be the number of gallons actually converted into gas—being 815 gallons, or at the rate of about 850 cubic feet per gallon! Yet, assuming there were the 850 instead of 79 cubic feet per gallon, the calculation is that the gas will cost 7*s.* 6*d.* per 1000 cubic feet!

I have made experiment upon experiment with resin and other oil, and could never produce, with either high or low heats, more than from 100 to 120 cubic feet, when all the oil was distilled so as to leave no residuum; but, in practice, not more than 80 ought to be obtained, as, if the volume is increased, the illuminating power is decreased, and with a yield of 80 cubic feet there will be about one-fourth of a gallon of tarry residuum. My own experiments confirm those given by Ure, Fyfe, Muspratt, and others. The only reason I have in mentioning Longbottom's oil-gas apparatus is simply because it is the only one before the public, but my remarks are generally applicable.

I say commercially it can never compete with cannel coal at 4*l.* per ton; that works may be erected to produce gas from this material, with as much "simplicity of management," as great a "freedom from nuisance," and with as much "beauty and purity of light," of as great an illuminating power, as gas made with oil at 9*d.* per gallon, and at less than one-half the cost per 1000 cubic feet; and, moreover, I am prepared at any time to prove the correctness of my assertions by practical experiment.

Notwithstanding what I have said, it is certainly cheaper to convert oil at 9*d.* or 1*s.* per gallon into gas than to burn oil costing 4*s.* 6*d.* per gallon in a lamp. But I state unhesitatingly that there is as much illuminating matter in a ton and a half of Boghead cannel, costing, for the whole at the principal ports in the United Kingdom, less than 3*l.* 10*s.*, as in one ton of resin oil costing from 9*l.* to 10*l.*—*March* 24. AN ENGINEER.

LIGHTING MINES WITH GAS.

SIR,—The subject of lighting mines with gas appears be exciting considerable interest, and no wonder, when in the majority of them no other light than artificial can be obtained. The lighting of the slate quarry described by your correspondent in last week's Journal will, no doubt, be considered a simple operation, inasmuch as the gas-works and the parts lighted are at about one and the same level. Now, where this is the case, there is no more difficulty in lighting such a mine than in lighting a factory, save and except that it will require a special adaptation of fitting to meet the requirements of the mine.

The real difficulty in lighting mines with gas is where the gas-works have to be placed many hundreds of feet above the place where the gas has to be delivered for consumption. It is neither well nor convenient to work gas holders at a greater pressure than from 2 to 6 in. head of water, and as each of these pressures would only suffice respectively to deliver the gas from 20 to 60 ft. below the surface they would, of course, be totally inadequate to deliver it where the mine is of greater depth. The best method is to make gas at the surface, and force it down to the bottom of the mine into a small holder, working at the regular pressure, and having means whereby any surplus gas may return to the gasholder at the surface.

With Newcastle coals at 30*s.* per ton gas may be made (where 10,000 cubic feet per day are required) at 3*s.* per 1000 cubic feet, including interest of capital, labour, and wear and tear. The light afforded by 10,000 cubic feet is equal to 50 lbs. of mould candles. GEORGE BOWER.

St. Neots, Huntingdonshire, March 24.

THE MATTER OF HEAT THE CAUSE OF GRAVITATION,

AS WELL AS OF ITS ANTAGONISTIC PRINCIPLE, REPULSION, AS MANIFESTED IN THE MECHANISM OF THE UNIVERSE.

SIR,—In the Supplement to your Journal of Feb. 28, 1857, I find an account of a work then about to be published by a Mr. William Adolph, under the title of the "Simplicity of the Creation." I can hardly help believing that Mr. Adolph framed his theory either from a communication of mine to the "Lady's and Gentleman's Diary," about two years ago, on the subject of a central sun, or from some scientific friend of mine, to whom I had communicated my theory of the universe.

I am far from coinciding with some of Mr. Adolph's notions, but as others of them appear to have some analogy to my theory, I hope you will grant me the favour to expound my theory, so far as it is connested with the cause of gravitation, and of its antagonistic principle, repulsion, in your valuable Journal.

In my last letter which appeared in your Journal I showed that the gravitation of matter towards matter—as, for instance, the matter of which our earth is composed—produces pressure about its centre in proportion to the quantity of matter of which it is composed; that this pressure produces its exact equivalent of heat, or, in other terms, repulsive force; and that as the pressure gradually decreases from the centre towards the circumference, so must also the heat decrease in like proportion. Many experiments might be adduced to illustrate this great principle, which appears to me too obvious to require further notice. Now, as gravitation is well known to be the pressing force, it will, doubtless, appear obvious that it is exactly equivalent to the repulsive force, and hence that it is in accordance with Newton's law of motion—"Action and reaction are equal, and in opposite directions." I need scarcely add that all the heavenly bodies, taken individually, clearly come under the influence of these two great universal principles; and that as regards the liquid matter about the centres of the earth, and of such heavenly bodies, there is, doubtless, a constant motion of such matter (induced by difference of temperature) in opposite directions, and that the earth cannot, under ordinary circumstances, lose or part with its specific heat to produce volcanic action, as supposed by Mr. Adolph. It appears to me pretty evident that volcanic action is produced not by the evolution of the earth's central heat, but by the flux of electricity, induced by difference of temperature between the equator and magnetic poles, as evinced by the known invariable and remarkable coincidents of the eruptions of Mounts Etna and Hecla at the same time, the line of their direction being in, or nearly in, the magnetic meridian. If a large and very cold body were to come into the immediate vicinity of our planet, it would probably cause an eruption of the earth's central heat, but I cannot conceive that such would take place under ordinary circumstances. The grasping of a frozen bar of iron when an intense frost prevails with a wet hand will aptly illustrate the conversion of heat into electricity; the hand will be forcibly attracted to the iron. This is, doubtless, familiar to almost every one; and if the various phenomena of Nature be minutely examined, it will be found that the conversion of heat, by difference of temperature, into electricity is invariable—the hotter body evolving positive, and the colder one negative electricity, until an equilibrium of temperature is induced. It may not be amiss to adduce another example—the steam, for instance, in a high-pressure steam-boiler: no electricity can be evolved in the middle of the steam, but only about the sides of the boiler. If the steam were to issue into a medium of the same temperature as that of the steam in the boiler, it would, doubtless, be found to be transparent—no condensation or cloudy appearance of the steam, or of the evolution of positive and negative electricity, could possibly take place; hence the cause of clouds, of rain, &c., is obvious. Hence also the cause of the globularity of the bodies of our solar system, and of the positive and negative electrical action subsisting between them—the hotter bodies being in the positive, and the colder ones in the negative electrical state, their orbital motions preventing their collapsing. Positive and negative electricity are nothing more than relative terms; as, for instance, the earth will manifest positive electricity with regard to the electricity generated by the moon, but negative compared with that of the sun.

We may take another example,—as, for instance, say, the electricity of a cubical foot, yard, or mile, anywhere between the earth's surface and its centre; the electricity of the assumed space will be negative relative to all places nearer the earth's centre, but positive in relation to all other places nearer its circumference. Difference of temperature is the cause of bringing into operation extraordinary phenomena. It produces the whirlwind, frequently of some hundreds of miles in diameter, giving axial and orbital motion in the same direction to masses of clouds at different distances from the centre, analogous to the similar motions of the bodies of our solar system. Hence we obtain a glimpse of the probable cause of its formation.

Upon the principles thus explained, it appears to me natural to conclude that caloric, whether in the state of heat, or in that of electricity, has always a tendency to gain an equilibrium, whether applied to the bodies of our solar system, or to those dispersed throughout infinite space; but as applied to the latter—the sun's—the equilibrium is doubless maintained, analogous to the repellent heated bodies in an exhausted receiver in Fresnel's experiment alluded to below. They are in the positive electrical state with regard to one another, and are, therefore, repellent; and that one sun can never encroach upon the immediate precincts of another. Newton's law of motion still subsisting, the intensity of the repellent force increasing in proportion as the square of the distance decreases. I long wished to put my theory to the test of experiment, by charging a gold-leaf electrometer with electricity in an exhausted receiver of an air-pump; if the electrometer became repellent, I concluded that it would go far to establish my theory. I was led to believe, from an experiment quoted in Adams's work on "Electricity," that the electrometer would not diverge. I have, however, lately read Grove's "Correlation of Physical Forces," and at page 99 find the following statement—"Attenuated gases may be, in one sense, regarded as non-conductors, in another as conductors: thus, if gold-leaves be made to diverge by electrical repulsion in air at ordinary pressure, they in a short time collapse; while in highly rarefied air, or what is commonly termed a vacuum, they remain divergent for days." Again, at page 38 is another statement, very much in favour of my theory—"Fresnel found that mobile bodies heated in an exhausted receiver repelled each other to a sensible distance."

I have thus given a brief outline of the system of the universe, which appears to me simple, comprehensible, and intelligible; but which, on the principle of gravitation alone, is certainly involved in impenetrable mystery. The spaces between the different suns is doubtless analogous to heated bodies suspended in an exhausted receiver, or what is termed a vacuum. I felt induced to go further into subjects which appear to me to be well deserving of the interest of natural philosophers, but was afraid to trespass on your space. It is, however, a gratification to me to know that my theory of the universe, as above expounded, is approved of by two or three very able mathematicians and philosophers, to whom I privately communicated it; I hope you will, therefore, not view my opinions as crude and undigested. W. STEVENSON.

Midland-road, Derby.

THE UCHATIUS PROCESS.

SIR,—I copy beneath details of the earliest experiments on the atomic method of producing cast-steel, by my late father, Mr. David Mushet:—

"*Clyde Iron-works, Nov.* 21, 1799.—The beautiful relation which subsists between the various modifications of iron, which were amply unfolded to me in the many experiments recorded in vol. 7, and in the beginning of the present volume, upon converting iron into steel by means of earths and charcoal, separately or united, and of converting de-oxygenated ore into steel of the same quality in the same process, led me to the examination of cast-iron as a fit substitute for the same purpose. It occurred to me, that although iron ore of the richness of the Cumberland and Lancashire veins was an excellent substance to operate upon for conversion into cast-steel, blistered steel, and bar-iron, yet the general poorness in metal of our ironstones, and the uncommon proportion of fixed earths which would accompany the operations, would in the course of the process much impede its economy and accuracy. To obviate this, I directed my thoughts to the first state of the metal, and soon formed a theory, that if successful in practice would entirely obviate the imperfection of the roasting process.

I conceived that as cast-iron was only so because it had taken up too great a dose of the carbonaceous principle, if oxide of iron were added, so as to act upon part of the charcoal, that the general reduction of the whole in close vessels would afford a mass through which the carbon would be thinly distributed, and that as no external air had been admitted it would likely approach to steel. I, therefore, conceived that the oxide of iron would be the most proper substitute, as its compounded nature would be the source of a double advantage. It appeared plain, that if an oxide of iron were fused in contact with cast-iron, not only the metal itself would take up a portion of the superabundant carbon, but that the oxygen also would seize upon its proper proportion, and go off in the state of carbonic acid gas. Of course, a larger quantity of metal in the state of cast-iron could be used, and the steel could be made proportionately cheaper. A considerable portion of metal also would during fusion be revived, and considerably lessen the cost of manufacture.

Iron ore, ironstone, and smithy oxide of iron appeared the proper substances to begin a course of experiments with. The first experiment of a regular series to ascertain the proportions for steel was performed with—

12 ozs. avoirdupois of turnings of cast-iron ..... 5250 grains.
2 ozs. of smithy oxide, gathered from under an anvil, equal to 875 grains.

A Stourbridge clay crucible was used, and in 40 minutes a very fine fusion was obtained. The fluid was of a yellowish white colour, without agitation, and very like cast-iron in that state. It was so much akin to it that it penetrated the joints of the mould, and some part of it escaped. What was collected weighed 9 ozs. The fracture of the ingot was white, and crystalline in radii. It was slightly touched by the file. Its quality was, upon the whole, white steel, as in cooling no oxide gathered upon its surface. It, therefore, appeared from this experiment that enough of oxide had not been used, otherwise the mass would have contained less charcoal, and approached nearer to the state of steel.

I next used 12 ozs. of the same turnings ..... 5250 grains.
And 4 ozs. of the same oxide ..... 1750 grains.

In 50 minutes a fine fusion was obtained, which in pouring gave out sparkles, like real cast-steel. The ingot obtained weighed ..... 6016 grains.
Loss of weight upon the whole ... 984 grains.

Which is equal to 14 per cent.

Produce of the 86 per cent. from a mixture where the oxide was equal to 1-3d part the weight of the iron used, and ¼th the weight of the whole mixture. The fracture of this ingot exhibited grain quite distinctly, and in several places honeycombs. It was of a pale whitish blue colour, most evidently steel, but too much saturated with carbon to be capable of drawing out well. It formed a cracked square bar, but was no ways changed in the grain."

I might proceed to detail a number of experiments by which my father completely established the proportions of ore and iron which were required to afford cast-steel with various kinds of ore and cast-iron, but the above is sufficient to show with whom the idea of the Uchatius method and its practice arose. My father, however, never succeeded in producing cast-steel free from red-shortness by his process, and it was not till after his death that I found out the means by which this evil could be removed. I then carried the process into effect on the large scale, and in 1850 and 1851 I made a quantity of this atomic steel, which was chiefly sold on the Continent. During this time I had 12 tons of Tow Law pig-iron, and had the pleasure of showing Mr. Joshua Bates the granulation of some of this iron, and its subsequent melting into cast-steel. Mr. Bates expressed himself much pleased that iron worth less than 5*l.* per ton should be thus at one simple fusion converted into cast-steel worth 50*l.* per ton.

Subsequently I abandoned my process for better ones, less injurious to the melting pots, and by which steel could be produced; but I had ulterior views as to carrying the process out on a large scale, which views I communicated to Mr. Thos. Brown, when my process was patented by Uchatius. Shortly after Mr. Lenz took out a patent for the application on the large scale, nearly precisely as I had communicated it to Mr. Brown; in fact, it seemed as though he had copied my very words. However his heart failed him, and he abandoned the patent, I suppose because though he found my idea easy to adopt, the practical working of it was another affair.

Except upon paper, nothing has yet been done with the Uchatius, or rather with my process, worthy of attention since the patent appeared; and this arises from the patentees not understanding the process itself, and as to the Ebbw Vale Iron Company ever carrying it into successful operation, they must seek my assistance first to teach them how to do it. Both the patentees and the Ebbw Vale Iron Company might yet make a good thing of this much-vexed process if their stomachs would digest humble pie, and permit them to ask for the knowledge of which they are destitute.

Coleford, March 18. ROBERT MUSHET.

ON MINING, AND ADVICE TO ADVENTURERS.

SIR,—There is no doubt that the attention and support of the capitalists of this country will in the course of the ensuing months be directed to mining investments, but this will not be done recklessly, and without regard to the *locus standi* of the object itself, or of the parties who may profess to control or develope the peculiar properties under their management. It behoves the boards representing the latter directing power in future to be cautious, careful, and honest in their transactions. Railways have placed personal supervision in the power of the public—the press gives us, through your Journal, a medium of mutual correspondence, whether for enlightenment, complaint, or congratulation; and the law has now placed within our power a check upon unworthy and self-feeding committeemen and agents, by making their transactions felonious and transportable; and parties will find to their cost that schemes which may be got up merely to be set afloat to fill the pockets of a few select individuals, and then left to drift as they may, will in the present times be brought home again to the original promoters, who will find that there is now a way and determination of making them refund when such has been the case, and cause them to again father their discarded offspring.

It is to be hoped that where parties have any interest in the various mines, whether in Derbyshire, Devon, or Cornwall, they will this year, instead of making tours on the Continent, make visits to the mines in which they may be interested. They will find it immeasurably to their advantage; and when they get to the mines let them be determined to see, judge, and hear for themselves, and on their return home take care and attend the first meeting which may be called. They will find such trips far exceeding in pleasure a continental tour, at much less expense, and add greatly to their knowledge of the adventures they may have embarked in. Speaking for myself, I hope to be enabled to do so, and there is no doubt many others will be found following the same road. It, therefore, behoves all interested in the management of these affairs, whether solicitors, directors, pursers, captains, or others, to be prepared, for the shareholders may make, as in the Great Wheal Vor, a thorough sweep, should there be the least transaction which will not bear personal investigation.

Your columns this week present several particulars which will, no doubt, be commented on, and very properly so to, and sharpen the attention of shareholders, and of auditors particularly. One is the case of Mr. Trednanick, which it is to be hoped will be thoroughly gone into. The next is the Dale Mine advertisement. On the faith of their prospectus, and amount of capital there proposed to be raised, there is no doubt myself and others have become subscribers. Now, before the share list is closed a discovery arises, which the directors seize upon, and determine to issue—for whose benefit and what purpose will have to be proved—shares at 10*s.* premium. At the first meeting of this company all shareholders should attend, and have a full explanation as to this proceeding, and how and in what way this money and the original capital is to be disbursed. It would be as well also that two new directors should be elected from the shareholders themselves.

Again, remarks are made in another part of the same Journal—justly I consider, too—on the management of the Lady Bertha, which instead of improving (and from all accounts it ought to do) its returns have greatly fallen off. However, this mine, and several others in the neighbourhood, will have a personal inspection by myself and friends in a few weeks, when you shall certainly hear from me again. Mines of rich wealth have been known before now to be smothered out at the cost of a distant many, and afterwards opened out for the benefit of a resident few. To the shareholders, therefore, I would recommend personal inspection, and fearless attendance at the meetings.

To yourself, Mr. Editor, shareholders generally are largely indebted for your persevering advocacy of publicity in these adventures; and we trust you will continue to expose all abuses fearlessly and without flinching; and that you will before long have your resident correspondents in the various districts, whose integrity you will vouch for, and also will from time to time convey to your subscribers reliable information, untarnished with the self-interests of purser and captains.

A SUBSCRIBER.

LIMITED LIABILITY COMPANIES.

SIR,—A great deal has been said respecting these companies being preferable to those of cost-book. With the latter I am tolerably conversant, and aware that in well-conducted mines, with honest pursers, two-monthly meetings, and openly shown accounts, the shareholders have nothing to risk from liability but their own, which is the calls to be paid up in fair time. If this is not attended to there may be liability, by merchants suing them; but this in nearly every case is the last resource, where parties will not pay the calls, but, of course, when calls are paid this does not occur; indeed, there is no necessity for this happening, for if a shareholder dislike a concern, or is unable to continue to pay the calls, he may sell his shares, or pay the call, give notice, and relinquish, receiving his proportion of the materials, &c. Now, I ask, what can be fairer? If the shareholder is obstinate, or a Jack Straw man, possessing nothing for the merchant to take, the company can declare his shares forfeited. This, to me, is a well-determined, wholesome law.

As regards the Limited Liability Act, I am not personally acquainted with it; but, as far as I can judge, it is enacted to place companies in other counties on a similar footing with companies in Devon and Cornwall. Not having the Act at hand, I cannot say if it is so framed as to allow any party to misconstrue its meaning, and use it illegally. If such be the case, it is a bad law. Neither am I aware that the Act allows parties to make their own rules, and then pay the fees and pretend they are under the Limited Liability Act, when, by selecting four or six committee-men, they do just what they like with the company's money.

What I complain of is this:—A friend of mine, who was over-scrupulous, and feared to join a cost-book company, but was ready to join a limited liability company, did so, and spent 300*l.* When he saw it was not going right, he attended a meeting, where he got anything but direct answers; consequently, he felt disgusted and determined to sell out. He intimated his intention to the secretary, who would not allow him to do so. He then proposed giving notice, and take his share of the plant and cry off; but this was also refused, and they continue to make heavy calls on him.

The next case is a mine, the shares of which are weekly shown as marketable in your Journal. This is a dividend-paying mine, and one I have inspected for the last two years, where I am quite sure they ought to pay 2*l.* dividend, but they only pay 1*l.* This convinced me all was not going right. I put a friend to purchase some shares in the London market. He did so, and the money was sent on, the transfer returned and sent to the purser, which brought no answer; when a second letter was sent, this brought a reply to the effect that it was a limited liability company, and no receipt could be returned until a general meeting of the committee. The purchaser then asked when that meeting would take place, and the names of the committee; this was also refused. Three months after the shares had been bought and paid for, he had to travel 60 miles to fall in with the purser and two of the committee, when they threatened to prosecute the seller for transferring the shares without their consent, and refused to take the purchaser as a shareholder, on the ground that they knew I recommended him to buy the shares. Now, if the New Limited Liability Act gives a purser and three or four committeemen such unlimited power as this, my advice to all inclined to speculate is to avoid limited liability companies, and stick to the old Cost-book System, where they can always speedily get redress.

If any of your readers, more conversant with the Act, can furnish any information respecting the powers of pursers and committees of limited liability companies, it may prove of service, as the party has not yet done with the question.

Wiveliscombe, Somerset, March 23. NICHOLAS EXON.

ASHBURTON UNITED, EAST WHEAL RUSSELL, AND WHEAL EMMA.

SIR,—It has been said by some that I have become silent whilst bringing out Ashburton United, but I can assure them that if I have been less often a contributor to your Journal it is on account of my time being so much occupied in constructing this company, and other important matters I have now in hand. For Ashburton United I have purchased a 56-inch cylinder steam-engine, from Messrs. Hoskin and Loam, which will be delivered in six weeks, from Perran foundry; when it is erected and the water in fork, which I hope to see accomplished in six months after the delivery of the engine, I fully expect to see a valuable lode laid open, and good returns made monthly. I read the remarks of my old friend, Captain M. Francis, on East Wheal Russell. I think he is over sanguine, as there is no precedent of a Cornish or Devonshire mine turning up a trump that produced such ore as is now found there; yet, admitting it does, not one of the parties he names can claim any credit for the discovery, as it is not near the splendid gossan so lauded by the original projectors of this concern. I was never underground in the mine but once, and that was a few months since, when it did not require the eyes of "Argus" to discover that there was copper accumulated about the junction of two lodes in the eastern ground; but the question is, to what extent? As many sane men who view it impartially will say, there is something about it that is not right. For the discovery of this ore the shareholders are indebted to Capt. W. Metherell, who, although a little fast, is a persevering man, and deserving a situation.

Captain Goldsworthy was quite right when he said he could not see a foot of well-defined lode in the mine; he was then alluding to the western splendid gossan portion, which has caused the diversity of opinion. But it becomes a query if those who sound the trumpet most ever saw even the large gossan portion of that so-termed splendid gossan lode. I think it quite time enough to give it a flourish of trumpets when it has met its outlay, and then I would heartily join in chorus; but as yet I am not satisfied of there being more than a good deposit of ore about the junction of the lodes.

I have observed the anonymous remarks in your Journal on the Wheal Emma district. I should not have noticed them had I not been a shareholder. Where there are glaring errors parties often call in a suitable inspector, hand him a fee, and treat him well at the expense of the company, when he is quite ready to report whatever is required of him. It is not drinking to drown sorrow, but to dupe the public, and here it is carried out to perfection. It is evident the party does not know sufficient of the mine to state correctly the number of water-wheels on it; for he says three, and a wheel for dressing, making four in all. If the party had reported from a personal inspection, and not from dictation, he would have discovered that there are only two wheels on the mine for drawing and pumping, and one of these is placed on a bank, with about 16 ft. of levels below; and at the second the water will only come to the breast. These are certainly very good specimens of engineering to meet the eyes of inspectors. This must be well known to all parties who ever visited the mine. I will not further follow such a vague report, but to remark on the fine cross lode they have on this mine, and ask him if he ever saw it open at two points. If so, I cannot find it but in a single pit. Notwithstanding this, your correspondent was able to point out its course to a hair's breadth, and also show it to be consonant to the cross lode passing through Foxdale Lead Mine, in the Isle of Man (no great indication for a copper mine in my opinion). This is really too much. Well may such parties shrink from appending their names to a report of this kind.

I have no doubt Emma possesses the finest back of a lode of any young mine in Devon, and it is a mine deserving a spirited trial; but such reports as I have been remarking on only damage it. Not long since a learned divine was called in to report on it, for which he charged 30*l.*; but even this person was not content to confine himself to the prospects of the mine, but attempted for some reason to lead a piece of dialling—*a cross-cut* to a shaft. The distance stated at a general meeting, before it was commenced, was said to be only 5 fms. After driving 5 fms. from the lode they went down the shaft and drove 4 fms. more, to meet it in an oblique direction, when they found where they were—more from sounding than from dialling; and when they holed they found they were 4½ ft. too deep, and had to stope the back and sides to make a level of it, and to bring it something like straight. This was termed by the inspector a masterly piece of dialling.—*March* 23. NICHOLAS EXON.

THE LATE SUPPOSED LAND SLIP AT WHITBY.

SIR,—I was much surprised to see a notice of a "land slip" at this place, and on the very works of the iron company lately established there. It is a most unusual case, and I think if properly investigated will be found more to be attributed to the workings of the company than to a freak of Nature; it should be properly enquired into, as if the fault be in working, remedies should be adopted to prevent the recurrence of such accidents. If the country be subject to land slips it should be known, as all adventure in such treacherous situations must be doubly dangerous to life and to capital: the company, for their own protection, should cause the most searching examination to be made; what has been may be. If it be really a land slip, this occurring at the works would show, at all events, such works predispose the cliff to such dangerous circumstances. Protection for human life demands most stringent measures. Had not the catastrophe, bad as it is, happened at the time it did, what might not have been the consequences? Had the men been at their work the results might have been truly calamitous.

I fear the company have been so over anxious in their search for procuring ironstone, jet, &c., that they have overlooked the necessary precautionary measures. In this they are not by themselves; many such cases have occurred.

I trust for the sake of their property (since no lives are lost) it may be proved so, as that may be easily overcome; but if it be an organic evil no man is safe, nor is the adventurer who embarks his capital; for the recurrence of a land slip now and then, even at the small cost of 2000*l.*, will not do for iron companies, and no limit can be assigned to the extent of damages accruing from natural causes, besides the frightful chances of destruction to the workers in such situations.

I throw out these hints as a practical man, in the hope the company may see the policy of strict investigation, for the sake of their own interests, and for the satisfaction of the public, who look with considerable sympathy on the late misfortune.

INQUIRER.

EAST WHEAL RUSSELL, AND NORTH TAVY CONSOLS.

SIR,—Some statements in my last weekly review of the mining market have elicited remarks, and very properly so, from parties interested in the above mines. In the first place, there is an error of the press (as I believe) in printing "68" for "98" fm. level in the former mine, above which level (the 88) they are sinking a winze. An apprehension existed that the water would get too "quick" in this mine, and stop, or interfere seriously with, the progress of the work; but it was rather a rumour than a fact, and my error was through misunderstanding my informant in stating it as *a fact*, and attributing to it a visible depression in the value of the shares. This is "the head and front of my offending," and I am happy to say there is very little depression in the shares from any cause, and probably none whatever from my remarks.

Regarding North Tavy Consols, the worthy purser objects to my having applied the epithet "young" to this mine—my meaning having been that it was "young" *on the market*. But from a plan he has forwarded, which I have never before seen, I find that there are the strongest evidences of age in the mine, instead of youth, in levels down to 30 fms., and shafts from 20 to 50 fms. deep, the latter communicating with what is called the deep adit. It is to be regretted that plans of mines are not always producible with the same alacrity as that furnished by North Tavy, since they are calculated very materially to help capitalists in their estimate of the value of the plant of a mine.—*March* 25. JAMES CHAPPEL.

ILLUMINATION OF MINES BY GAS.

No modern appliances have probably been more tardily introduced into situations in which they are greatly beneficial, whether as regards comfort or economy, than gas illumination. Strange also is it that Redruth, the birthplace of gas experiment, should be amongst the most supine to adopt the invention of Murdoch, now almost universally used wherever it can be made available. Perhaps no invention of paramount utility and equal magnitude ever reached so high a point of perfection, in so brief a period, as did gas illumination. After being ridiculed, if not condemned, by some of the *savants* of the period, amongst whom it is said was the illustrious Davy, it advanced by rapid improvements to a high state of efficiency—recent patents appertaining more to the modes of consumption than to its manufacture. The very refuse in its preparation, though at first deemed a nuisance and a drawback, is found to contain principles and products of the highest importance. Not only is the stinking coal tar made to yield ammonia, naphtha, paraffine, &c., but we learn, by a paper lately read at one of our scientific institutions, that it has been discovered to contain elements which will completely revolutionise certain processes in our manufactures of dye wares: it is said to be capable of yielding permanent colour, equal to the beautiful but fugitive orchil, and by certain modifications to produce splendid shades of pink, blue, and green—desiderata long sought for in vain, though it has been suggested by ourselves. Pitch blende (oxide of uranium) will be found to be the base of a magnificent yellow and green metallic and indelible dye, rivalling the brilliancy of gold and the emerald. It is well known that all the vegetable dyes are more or less fugitive, being powerfully acted on by light and exposure to atmospheric influences; therefore, we hail with satisfaction a discovery which, if found to be practicable on a large scale (it is so represented to us), will so greatly enhance the value of what was the refuse as to materially cheapen what was the most precious.

We may be charged with digression from mining subjects: to this we certainly say—Not so! Coal mining is a most important, if not the greatest, of British interests, and this wonderful discovery may be of vast consequence to our national welfare, securing, as it must do, the great source of supply of the manufactured as well as of the raw material. This, however, is certainly not the view in which we at present wish to consider gas as the desideratum in mining: we now speak of it in the business of illumination. Some years since it was tried experimentally at the Tresavean Mine, but was soon abandoned; then its appliances were not so well understood as now; the mine, too, was so very productive that economy was not so much studied as speed in working out the minerals: prejudice, too, no doubt had its share; and it is also rumoured (these sort of rumours generally have some foundation) that *interest* had its influence as well. Against such formidable opponents it would, indeed, be strange if a comparatively novel innovation were welcome or successful. Sundry other minor attempts were made at various places, but were never carried out with determination, or on a scale of magnitude at all likely to lead to practically successful results: it remained for the proprietors of the Boscaswell Downs Mines, in St. Just, to solve the doubt; this they have done most satisfactorily, proving by the experience of years that the saving effected is nearly one-half in actual cost, besides increased illumination and economy of time by the men in trimming their candles—by no means a matter of small consideration where large numbers are employed underground. Not long since we published a table of carefully prepared statistics, showing in detail these important facts: we are again assured by the proprietors and agents of the mine that the change from tallow to gas is a great and decided advantage; yet, strange as it may appear, this is the only mine that has hitherto adopted it. We have heard it objected to as being too expensive to lay down a plant for manufacture, uncertainty of the mine's continuation, &c. If reasons such as these were to be admitted as valid, no expensive machinery would in any case be introduced. As to the cost, surely where the saving would amount to anything like what we have represented, the question of cost for plant will not be considered; the plant will always be there, and if the stability of the mines be questioned, why, then, certainly forbear; but forbear also expenses far more costly and far less useful.

In America gas has been in use in metallic mines for some time: we have the testimony of miners who have returned thence that the comfort experienced is very great; that they should exceedingly regret being obliged to return to the troublesome, smoky old candle; this opinion, too, we have heard the miners at Balleswidden confirm; therefore, we take it as proven that gas in mines is not only practicable, but profitable and desirable. It had been urged difficulty would be experienced in forcing the gas down the shafts and along the levels; this has been wholly overcome, no such hindrance affecting the properly adopted apparatus at the St. Just mine where coal gas is used. In America the gas introduced has been made from some kind of resinous oil, and is said to excel that made from coal in a surprising degree, and to be less injurious to the men in its use, where the ventilation is not perfect. This invention has been patented by Mr. Longbottom in most countries, and a company established for carrying it out in Great Britain. The necessary apparatus is represented as exceedingly compact, cheap, and so easily managed that skilled labour is unnecessary, the most common attention being all that is required; these high pretensions we hope will soon be tested; and if found eligible be adopted, and that generally. The company's offices are in Moorgate-street, where we have seen the plans of the apparatus, which on paper certainly show these desiderata clear enough. But even supposing we be compelled to fall back upon that which is proved, we ask is it not curious that no more has been done towards lighting mines by this method? Where groups of mines are situated in such immediate proximity as some we could name, would it not be worth while to form a joint company to supply the mines at per thousand feet? thus timid shareholders, who might object to vote a grant for an outlay for plant, &c., would consent to pay a fair price for the accommodation. We should not be at all surprised to see an independent joint-stock company formed for this especial purpose. We are assured the cost of the apparatus is trifling compared to the saving effected. The subject is one worthy of attentive consideration. Messrs. Morton, of Leeds, publish a list of prices at which they fix all requisite gasometers, tanks, &c., for coal gas manufacture, as well as Messrs. Longbottom for their's of oil; so that adventurers may make something like a proximate and correct calculation. If, as it would appear, the recent discovery will increase the value of the residuum, it stands to reason that the more volatile article can be the more cheaply sold, and will, as a matter of course, get more largely into consumption, to the more extensive employment of the miner in procuring the coal, thus befriending him; and if it can be procured at such a reduced price it must at length force itself upon the attention of the mine adventurers, by whom we doubt not it will eventually be admitted, as it has hitherto been where used, as one of the "Miners' Friends."

RUSSIAN MINING OPERATIONS.—The silver smelting works of Barnaoul are on a grand scale. The officers who superintend them are remarkable for scientific and practical knowledge. In this distant region, generally supposed to be sunk in barbarism, may be found men who would take a high rank among the *savants* of Europe. About 9000 lbs. weight of silver are produced annually in this mining metropolis of the Altai. Till the year 1850 the silver was refined by means of English lead, 1 lb. of silver requiring about 50 lbs. of lead. Since 1850 lead ore has been discovered in the Kirghis Steppe in large quantities, and the works are now independent of the English supply. With but few exceptions all the gold found in Siberia is sent to Barnaoul to be smelted. Six caravans leave the town with the precious metals every year—four in winter and two in summer. When the gold and silver reaches St. Petersburg it is assayed a second time, to see that none of the bars have been changed during the transit. The silver found in the Altai contains a small portion of gold and copper. These metals are not separated from the silver till it reaches the mint at St. Petersburg: 1000 lbs. of silver will yield about 30 lbs. of gold: 75,000 Russian pounds of gold is the largest amount procured from Siberia in one year. The governor of Tomsk is the head of the mining operations of the Altai. He resides part of the year at Tomsk, and for three or four months at Barnaoul. Once in two years he must visit every mine and smelting work in the Altai. This officer is invariably chosen from the mining engineers. Besides officers, about 64,000 workmen are employed in the Altai mining districts.—T. W. ATKINSON.

DESULPHURISATION OF COAL.—To neutralise the sulphur in anthracite and other descriptions of coal Mr. N. Courbis, of Lyons, proceeds thus:—To 100 parts of anthracite, or other coal reduced to powdur, or into small pieces, he adds about 5 quarts of ammonia, 10½ lbs. of gelantine, 5 pints of soap suds, and 1½ lb. of azotate of potash, or other suitable chemical agent. He compresses this mixture into blocks in the usual manner.

GUNPOWDER KEGS.—To obtain a perfect vessel for retaining gunpowder, Messrs. Wilson, Greenwood, and Wilson, Delaware, U.S., employ corrugated metal cylinders, so made as to resemble the ordinary wooden keg; these corrugations giving strength and convenience for handling. They also employ brass mouldings in addition to the plain head, this also gives strength to the perimeter of the head and ends of the cylinder, projecting beyond the heads called the chime, and in an essential degree contributes to the facility of handling; and by casting the female screw on a mandrill, and thus by the union of the metal employed, they dispense with soldering a previously formed screw, and avoid the raising of a ring on the inside of the head.

SOUTH WHEAL FRANCES AND WHEAL BASSET DISPUTE.

WESTERN CIRCUIT.—BODMIN, MARCH 20.

CHARLES A. REYNOLDS, representing South Wheal Frances adventurers, *v.* BUCKLEY and others, the adventurers in West Wheal Basset.—The adventurers in South Wheal Frances claimed from the adventurers in West Wheal Basset the ores lying between the two mines situated at the extremity of the sett. The land in question is the property of Mr. John Francis Basset, of Tehidy-park, near Redruth, who is the executor of the late Lady Basset and Lord de Dunstanville. One of the South Frances setts comprises the estate of Grylliis, with the waste lots on the north, and between that estate and the sett of Treskillian adjoined the estate of Filtriek and others. It appeared when the first setts were granted that the boundary line of the mines was not clearly defined, and it was not until a valuable lode was discovered that the attention of the adventurers was drawn to the wording of the original leases, and the question of boundary became a matter of immense importance. It was stated that the ore in the disputed ground was estimated of the value of 15,000*l.* to 20,000*l.*; and the main question resolved itself into which party was entitled to a point at a house called John Vincent's House, at an extreme point of the two mines, and under which the valuable lode was discovered. When it was at first discovered that there was likely to be some contention as to the property of the lode, some correspondence took place between the adventurers in the two mines, with a view of arriving at a settlement, but without success; and hence the present action. The defendants had paid into court the sum of 100*l.* to cover the ore which they had admitted they had taken from a south line drawn from Vincent's house. At the opening of the case mutual admission was made on either side—with a view of concentrating the question to be tried—that the question in dispute should be "what is the boundary line between the two mining setts?" and it was resolved that the question of damages should be determined, were the defendants to lose the action, by subsequent reference to a mining captain. The plaintiff produced evidence of the various leases, and called witnesses to prove the former state of the land to the borders of the boundary, and contended that the line should be drawn from the north corner of the house, that being the point from which it was drawn on the map, and which sett was granted in 1835; also, that this was expressed in the original deed, and that a line drawn from the south of the house would not agree with the words of the lease, or the plan endorsed upon the back of it. Defendants, on the other hand, urged that although the line was drawn from the north of the house on the plan, the house being placed in a wrong position, it put the line of boundary to a point which would place it south of the house if placed in its proper position. Plaintiffs produced facsimiles of the plans of the various setts, upon which they rested their case. The case would have lasted a couple of days were it not for the admissions made on either side.

Mr. Montagu Smith, at the opening, and also in summing up on the part of the plaintiffs, elaborately stated the plaintiffs' case.

Mr. Lush, in an able and forcible speech, stated the case for the defendants, but called no witnesses.

The learned judge, Mr. Justice Willes, in summing up the case, remarked that the matter in dispute was a question of law rather than one of fact, but as the parties had decided upon appealing to a jury, of course the dispute would be left to them to decide, and he should not, therefore, offer any opinion. The learned judge then, in the most clear and lucid manner, detailed the whole of the case as submitted on both sides, and left it to the jury to decide on which side of the house the line should be drawn, regard being had to the directions given on the plan and workings in the setts.

The jury retired, and after about half an hour's deliberation returned into court and delivered a verdict for the plaintiffs for the damages stated in the declaration (10,000*l.*), subject to the decision of the referee. In the course of the enquiry, leave was given to the defendants, provided they should receive an adverse verdict, to move the court above on the point of law as to whether the line should be drawn from the south of the house or not.

The spot in question is near the famous Carn Brea Hill; and although but a small spot on the South Wheal Frances sett, it is of the utmost importance to the adventurers.

THE COST-BOOK SYSTEM—RIGHT TO FORFEIT SHARES.

HOUSE OF LORDS, MARCH 23.

CLARKE AND OTHERS *v.* HART.—This was an appeal from a decision of the Lords Justices, pronounced in a suit instituted by the respondent against the appellants.

It appeared that the parties had in Nov., 1848, formed themselves into a company, called the Goldscope Mining Company, for the purpose of working a lead mine in Cornwall. The mine was to be carried on upon the Cost-book System as established in Cornwall, and the number of shares was to be six of 250*l.* each, of which the respondent was to have one. These stipulations were entered in the cost-book. The respondent became unable to meet the large calls which were made in respect to his share, and in 1849 or 1850 he was in arrear for calls to the amount of about 250*l.* Some correspondence having been entered into between the appellants and himself on the subject, he wrote a letter to them, in which he said:—

"If I cannot pay my calls my shares in Goldscope will be adverted to in our next meeting, and when notice has been given of the intention of the company they will be forfeited unless the money be paid. This is the usual mode of proceeding, and which I shall endeavour to avoid."

Subsequently, however, the respondent withdrew that statement, and informed the appellants that they had no power to forfeit his shares. However, on April 3, 1850, the respondent received a notice that if his arrears were not paid up by the 30th of that month his shares would be forfeited, and not having received the amount on May 2 they gave him notice that they should hold a meeting the next day for the purpose of forfeiting his shares. The appellants, however, granted him an extension of time until the 15th of that month, but no meeting was held on that day to declare the shares forfeited. In August following the respondent received another letter from the appellants, in which they requested him to pay up his calls, as each day was increasing his liability. Subsequently the respondent instituted the present suit for the purpose of having the partnership dissolved, the accounts taken, and the property of the partnership realised under the direction of the court. The appellants contended that under the Cost-book System they had power to declare the respondent's shares forfeited in consequence of the non-payment of calls, and that they having exercised such power the respondent had ceased to have any interest in the partnership. The respondent alleged that the appellants had no such power, and that they, not having given him notice of any meeting in which they absolutely forfeited his shares, had not exercised such power had they possessed it. Long after the time when the appellants alleged they had forfeited his shares they had treated him as a partner by writing the letter of Aug., 1850. The Lords Justices having decided on appeal that the respondent was entitled to the relief he sought, the present appellants had brought the matter before their lordships.

Sir R. Bethell and Mr. Mallins appeared for the appellants; and Mr. R. Palmer and Mr. W. Cooper argued the case on behalf of the respondents.

The Lord Chancellor this morning, in delivering his judgment, said he was of opinion that the appellants possessed no power to forfeit the respondent's shares under the agreement which existed between them, and that even if they had such power he considered that by giving no notice to the respondent of their intention to hold a meeting for the purpose they had not exercised such power. He was of opinion that the appeal must be dismissed, with costs.

Lord Brougham, Lord Cranworth, and Lord Wensleydale concurred, with the exception that Lord Brougham thought there ought to be no costs.

Appeal dismissed with costs accordingly.

A WEEK IN DEVON.—No. III.

After leaving Buckfastleigh, as being the most central situation of our last week's peregrinations, a drive of about six miles brings us to the village of Brent. Here our tourist must arrive at least one hour before the train comes up, as, by asking permission, he will readily be allowed to examine the strata exposed by the railway cutting. To these we invite particular attention. Several veins or lodes of iron will be detected, the bearings of which indicate a northerly and southerly direction, of which anon.

From this to the Kingsbridge-road Station is but a railway journey of a few miles. We should have advised posting on to Kingsbridge-road Station at once, but for the sake of the aforesaid cutting. From this station that now real treat, a ride through a picturesque country, on a well-horsed coach, and by the side of a well-informed, communicative coachman, may be enjoyed to that beautiful village—we beg pardon, we suppose we shall offend—town of Kingsbridge: its magnitude and respectability certainly deserve the more important appellation.

A steamer sails daily hence to Shoreham; but, to suit our purpose, we advise the tourist who is, geologically speaking, exploring, to do as we did—take a boat and have a row down the river, by which arrangement he may have an opportunity of taking a stroll round the really respectable town of Kingsbridge, and tasting that extraordinary and perfectly local beverage, "White Ale." *Chacun a son gout*, say we: give us Bass's, or Allsop's, or a drop of home-brewed, in preference to all the nostrums in the world under the appellation of ale. But as explorers should become acquainted with everything in their routes, we must necessarily call attention to this curious compound of malt, flour, eggs, and yeast, the fermenting power of which is said to be known only to two persons, who reside in Kingsbridge. This we took not the pains to ascertain; we treated it as a bit of local self-conceit, we know country places sometimes indulge in. This little digression may be supposed to be foreign to our purpose, it will, on proof, be found not to be so.

On the *petit voyage* down the beautiful river we advise the departure about one hour before high water, by which means landing may be be effected on the beach to examine the numerous veins to be seen in the low cliffs on the eastern or left-hand side. Most of these are east and west lodes, the country killas of various shades, from the well known light coloured description usually deemed highly favourable for copper deposits, to the light blue so desirable for lead-bearing. Many of these veins have their backs or gossans so disintegrated by the action of the atmosphere, of frosts, and of the sea water of the river (which is of considerable breadth, and in westerly gales a minature surf breaks on the beach), that considerable quantities have been removed, and the cliff worked into hollows to a great extent. At such places we recommend a landing, and careful examination. Although at a considerable distance from the great granite on the north, at Dartmoor, yet elvans and greenstone dykes may be detected. This description of the strata may suffice for the whole way, until the river becomes an estuary, by the confluence of a branch river on the east, running up to the villages of Southpool and Chivelstone, and one to the west towards Batcombe, on the north of the town of Salcombe. A little to the north of these branches the ground will be observed to be patchy—that is, occasional spots of red sandstone will be noticed; these must be carefully examined, as they are highly instructive, particularly those to the eastward, where the peculiarly red patches are on the direct course of certain iron lodes, of which we shall hereafter speak.

Continuing on the eastern shore, after passing the eastern estuarial branch, the party should land on the beach near the parsonage: here, by a little observation, the stratum will be found to be killas or clay-slate; notwithstanding the student may be surprised, on referring to his geological map, that it is coloured as Devonian (many such mistakes in colouring occur). At this he need not be astonished, as the visitor is on *terra incognita* to the mining world, seldom visited by, and less known to, them. He must remember he is "out of the district;" but if he will discard prejudice, and believe the evidence of his visual organs, he will see for himself the fallacy of such a doctrine. Let him search the cliffs, and he will soon be rewarded by discovering a flookan lode of vast size, bearing iron pyrites (mundic) and lead—a fine lode, such as would make a Newlyn (East Wheal Rose) man's mouth water. We then advise a walk along shore to the ferry, having previously ordered all specimens selected, as well as luggage, to be sent to Salcombe.

On ascending the roadway towards the rural village of Portlemouth from the ferry, the stranger will be struck with the appearance of a fine sparry east and west lode, highly mineralised throughout, accompanied by splendid gossan, and spotted with mundic—as surely a copper lode as that "eggs are eggs." The lode has been denuded by the action of the hill torrents, and wear and tear of the very limited traffic. The only evidence of research is a slight examination we made to ascertain its continuity and character, with both of which we were eminently satisfied. This lode will be found to be very nearly east and west, and to run under the before-named village of Portlemouth, in one of the finest situations imaginable for mining. An adit to test this and two other parallel lodes, as well as the flookan, could be easily driven at a small expense, and backs of 80 fms. obtained. Streams of water issue from this great lode on the east of the flookan course: the country is easy; in fact, every facility and temptation exists, but, strange to say, here it lies as it was created. The two lodes adverted to may be seen in the cliffs on the south of the ferry.

As may be supposed, we were not slow to express our surprise and admiration, and have since learned that the explorer, by whom we were accompanied, has not neglected to secure the lease of such a valuable property, whose qualities are no secret, though unknown. We hope the publication of these papers may induce searches. We verily believe they will be attended with success in rewarding a vigorous and careful exploration, particularly on the northern section of our tour.

Our tourist must now enquire the way to the Prawle Point, to find which he may probably have some little difficulty, houses and natives being few and far between. Here he may realise solitude sublime, if he once reach the cliffs, which we wish him to do: on gaining this he cannot fail to notice certain mysterious white washed stones and post of hedges; these must be his (as they are the coast-guard men's) guides; they, however, use them by night and in foggy weather, neither of which will suit a stranger; notwithstanding, they are "guides." A few hours in admiring and examining these cliffs may be well and profitably spent; the killas being peculiar, in many instances highly mineralised, and traversed by mineral veins, to some of which we wish to draw attention, and for which purpose we have led the stranger so far. We warrant he will not be disappointed, or regret it. Well, having by perseveringly following the "white guides," or by good luck having met a coast guardman, or still better a miner, reached the "point"—Prawle Point—we advise a halt, to enjoy the magnificent sea view, the stupendous cliffs, with their rugged, bold, picturesque outlines, and to count the prodigious number of ships of all sizes, descriptions, and nations, many of them apparently at his feet. We beg his descending by a dubious path to examine the iron mine lately discovered and now being wrought. We will then leave him to judge whether this "country" be not mineralised. First, however, he should enquire for Captain Edmonds, the manager, to whose politeness and intelligence we were much indebted on our visit; an earnest, we are certain, of its accordance to any visitor.

The mine, if it may be so called, consists of several (five or six, if we recollect right) immense iron veins or lodes, running as nearly north and south as possible; these we have ascertained to be continuous to Brent, at which station we invited attention to them at first starting. These may be seen end on in the cliffs for a height of upwards of 200 ft., nearly perpendicular. These lodes vary from 9 to 14 and 20 ft. wide, at small distances from each other, and run through the entire county.

OUR AUSTRALIAN COLONIES—THEIR RESOURCES AND IMPROVEMENTS.—No. II.

NEW INVENTIONS.—The latest inventions of any moment are a new digging machine, and a new plan of a railway. The digging machine is stated by those who have seen it at work to be a valuable acquisition, not very cumbrous, and digs and breaks the clods at the same time; but as some of your readers might wish the particulars, we give the inventor's (Mr. Lewis Markham, of Armidale) own description of it:—For a two-horse machine: Length of frame 11 ft.; the hind portion consists of a spade frame 7 ft. broad, 5 ft. long, and 5 ft. high; the breadth includes two broad wheels to support the frame. The remainder of the machine is 4 ft. broad, and 2½ ft. high. The spades are five in number, and 9 in. in depth, extending across the breadth of the inner space of the frame 3 ft. They are bolted to a handle 5 in. square and 6 ft. long, and are propelled by a crank and fulcrum, the latter working in a slide, so as to admit of the spades rising and falling and performing the work in a similar manner to a spade in the hands of a man, but without turning the sod. From the end of the spades to the fulcrum 1½ ft.; from the fulcrum to the top of the handle 6 ft.; depth of crank 9 in.; two fly-wheels attached, 3 ft. each in diameter. Motive power, three united wheels within the frame, the two outside wheels 5 ft. in diameter, spiked; the centre wheel 4½ ft. in diameter, grooved, and carrying a bolt which communicates indirectly with the fly-wheels and the spades. Weight above the spades 200 lbs., of fly-wheels 150 lbs. each, strain of horses on the downward stroke 300 lbs.; this would give the spades a fall of 9 in., with a probable weight of 700 lbs.; one revolution of the main wheel (15 ft.) gives 15 revolutions to the fly-wheels, and the space dug would thus be 15 ft. by 3 ft. There are two small wheels in front, which are placed for use in bringing the machine into the field; they are then fastened up, free from interference with the action of the machine. Many may be anxious to know the result of the spades coming in contact with rock or stone. Supposing the spades set to dig any given depth, and that they come in contact with a substance which the weight described is not sufficient to cause them to penetrate, the machinery stops, and the whole weight of the machine is instantly brought to bear on the spades; and if the substance is still too hard, the spades, instead of penetrating, will lift the machine, and soon tell they come to softer soil.

The new plan of a railway turns out to be anything but new after all; but, much to the credit of the supposed original inventor, he came forward as soon as he found out the mistake, and gave honour to whom honour was due, by stating that a similar invention had been patented by Mr. Palmer, the engineer to the London Dock Company, in 1821. He, however, repudiated shining in borrowed plumes; and although a similar plan had been proposed before, yet the idea was suggested to him from observing a rocking-horse in a toy shop, and, notwithstanding the disappointment he felt in being unexpectedly relieved of originality after the trouble and expense he had been to, he felt much pleasure in announcing that so high an authority as Mr. Tredgold had given an opinion in favour of its practicability as far back as 1821. The plan appears to be to construct an elevated rail 5 ft. from the surface of the earth, sufficiently strong to carry suspended carriages for goods and passengers, which are to be drawn by horses on the common road. The estimated first cost is 100*l.* per mile, along which passengers could be conveyed at the rate of ten miles an hour, and goods at the rate of from four to six. The second inventor (Prof. Pell) is fully convinced in his own mind of its practicability; and the fact of its being suggested, and even patented, before is, he deems, another proof of Solomon's wisdom, that "there is nothing new under the sun."

In conclusion, we have to observe that the Legislative Assembly of New South Wales dissolved in the latter end of December on the difficulties of the land question, and the country is now in a state of excitement relative to the forthcoming elections; these, with the non-arrival of the English mail, which is now more than 20 days over due, are the topics of interest at the present time. The Melbourne merchants have had a meeting, for the purpose of considering the measures necessary to be adopted in order, if possible, to remedy the evil attending the constantly recurring detention of the mail, and at which much disaffection was manifested relative to the non-fulfilment of the contract on the part of the mail company.

Meetings of Mining Companies.

BOILING WELL MINING COMPANY.

The quarterly meeting of adventurers was held at the offices of the company, Austin-friars, on Wednesday, Mr. HALLETT in the chair.

Mr. EDWARD KING (the secretary) read the notice convening the meeting, and the minutes of the last, which were confirmed.

A statement of accounts was exhibited, from which the following is condensed:—

Mine cost and merchants' bills, Nov.		£	556	2	1		
Ditto	ditto Dec.		531	1	3		
Ditto	ditto Jan.		558	3	3		
Lord's dues			67	4	8	= £1712	11 3
Balance last audit		£	54	12	3		
Lead ore			1113	5	11		
Copper ore sold			309	10	11		
Blende			190	17	8	= 1668	6 9
Balance against adventurers						£ 44	4 6

Mr. KING remarked that they had one month's copper ore in hand, and against the February cost they had dressed and ready for market 40 tons of blende and 12 tons of lead. The last parcel of blende fetched 3*l.* 8*s.* per ton, and for the present he hoped to get 4*l.* The following report, from Capt. Delbrige, was then read:—

March 20.—In the 60 rise, against the engine-shaft, the lode is 3 to 4 ft. wide, and yielding some very good copper ore; this lode, from present appearances, is likely to yield ore in depth. We are rising with all speed against the shaft. At the engine-shaft sinking below the 50, the lode is 4 ft. wide, yielding some good ore. We have every expectation of having an orey piece of ground from the 50 to the 60. In the 60, east of King's, the lode is 9 in. to 1 ft. wide, yielding some good copper ore. In the 50 cross-cut the ground is rather hard; no appearance of any lode. In the 40, east of No. 3 cross-cut, the lode is 1 ft. wide, yielding lead, blende, and copper ore. In the 40, east of No. 2 cross-cut, the lode is 20 in. wide, yielding copper, lead, and blende ore—a very promising lode. In the rise above the 40, east of Austin's, the lode is opening on tribute ground, good for lead. In the 30, east of Austin's, the lode is 2 ft. wide, yielding copper, lead and blende ore; this end is within 4½ to 5 fms. of Syrett's shaft; this level is driving east on the new lode which was cut into by cross-cutting south; this lode has a promising appearance. We purpose sinking Syrett's as soon as we drain the ground. In the 20, east of Syrett's, the lode is divided by a horse of killas, each part yielding some good copper and lead ore—tribute ground. In the 20, west of Syrett's, which was cut into by cross-cutting south from Austin's, the lode is 1 ft. wide, yielding some good lead and blende ore; we are expecting an improvement in this end. In the 30 cross-cut, south from Austin's, the ground is rather hard; we expect 3½ fms. driving will cut the south, or new lode. In the 20, driving east on the branch east of King's, the lode is 9 inches wide, yielding a little copper ore. We purpose on Wednesday next setting the shaft to cut down from surface to the 40, for an engine-shaft (Austin's). We intend sinking this shaft to intersect King's lode about the 64, and continue the same shaft to the downright, which will intersect the new lode about the 104 fm. level, below the adit; this lode seems to be one of great promise, and from every appearance will bring this mine to a lasting and profitable investment. On Wednesday next we purpose setting to build the engine-house, boiler-house, and stack; we have the foundation taken out for the buildings, which will be completed in three or four days. We purpose to commence taking out the engine on Monday next, and no time will be lost until the whole is on the mine. Our tribute pitches set this day are looking well. On the whole, our prospects are cheering. We have weighed off the lead ores sold on Monday last—35 tons, at 25*l.* 3*s.*=880*l.* 5*s.* We hope to weigh off on Monday; if so, we will write in time for the meeting. We have 40 tons of blende dressed for sale, and we purpose sampling 60 tons in a week from this time. We are again dressing lead for the next sale.

Mr. King said he had visited the mine, and the box of ore he sent to London came up from the 60 fm. level whilst he was there. Before passing the report, he wished to make a few observations upon the plan now before the meeting. It may be remembered on the last occasion Captain Delbridge expressed an opinion that three months' operations would show them the best position to put up additional machinery, since which time a new south lode had been cut, and Captain Delbridge had a good opinion of the lode. At the engine-shaft, sinking from the 50 to the 60, they had a capital lode for lead and blende. Mr. King explained by the plans the exact position of the workings, and the spot intended for the erection of the new engine, at Austin's shaft.

Mr. BIRDSEY was of opinion, in depth, the lead and blende would turn to copper.

Mr. BOYLE did not think they would be very anxious to get rid of the lead whilst they could obtain 25*l.* per ton for it.

The CHAIRMAN said they had heard the report, which the committee consider

very satisfactory; and he thought it important that the amount of ore sold since the establishment of the company—six years—should be stated, as it would prove they were in a mineral country.

Mr. KING replied that the amount of ore sold, without calculating the last three months, was 23,481*l.* If any one visited the mine they would say, both for machinery and every appliance, there was not a better laid out mine in this country.

Mr. HILL: And the greatest depth at present is 60 fms.

Mr. KING stated that they had succeeded in obtaining an excellent engine, made by the Perran Foundry Company, with all the requisite materials, for 1200*l.*; and the call to be made would be merely to pay for it and the expenses of erection, as he did not believe they would require a single sixpence for working the mine.

The CHAIRMAN, in answer to a question, said in round numbers the total expense might be put down at 2500*l.*, and they had better make a call sufficient to pay the whole of it, and the fund should be kept separate from the working cost. The committee would have to make the greatest sacrifice, as they were the largest shareholders; but it was satisfactory to state that they had now been working the mine for upwards of 15 months, without asking the adventurers for a penny, which must cause them to consider it a mine of some consequence.

Mr. BOYLE said they were paying all the expenses, and the slightest turn would give them a profit.

Mr. KING observed that they were opening 60 fms. of new ground every month.

A call of 10*s.* per share to pay for the additional machinery was then agreed to.

The committee were reappointed, with the addition of Mr. Penniger, and a vote of thanks to the Chairman, committee, and secretary terminated the proceedings.

ST. JOHN DEL REY MINING COMPANY.

A special general meeting of proprietors was held at the offices of the company, Tokenhouse-yard, yesterday,—Mr. J. D. POWLES in the chair.

Mr. COPELAND wished to know whether Mr. Powles was competent to take the chair?

The CHAIRMAN produced his shares as his qualification, and observed that he was the only director remaining who had been on the board from the formation of the company; and out of a capital of 150,000*l.*, paid-up, they had returned to the shareholders 390,000*l.* in shape of dividends. He need not say that there had been great difficulties, labour, and anxiety during that time, and he had always been at his post. Before going on with the proceedings he would briefly advert to what had taken place since the accident. He (the Chairman) then read a report from Capt. Treloar, from which the following is condensed:—

All the heavy work for securing the excavations is completed; all movement in the hanging wall, I hope, effectually arrested; the Bahu Mine cleared up, and the usual stoping operations resumed. The cheerful song and boisterous mirth of the borers again proclaim all is well. It is a source of great satisfaction to me that the whole of our arduous and perilous operations during the last eight months have been accomplished without a single casualty. The men who performed the work have often had to hang by chains here, swing themselves from place to place there, climb everywhere; they have had dangerous ground above, a great abyss below, and handled, under these circumstances, timber of enormous dimensions. The performance of such work by fearful or mediocre men is impossible; but to the able and fearless no underground operations are beyond their powers. From the beginning to the end of our trouble the union, the emulation, the courage, and the care of our men have been such as to merit the highest praise. I have before reported that some of the mining captains formerly believed the hanging wall would for every remain immoveable, and that leaving pillars to support it was unnecessary. Such men will only believe in danger when a mine tumbles together, as at Cata Branca; but I congratulate the company that their advice was not followed, that pillars were left, and that when movement manifested itself they held the hanging wall in check until succoured by wooden ones, &c. I also congratulate them that timber, adequate to our late wants, was on the establishment, and that men competent to execute the work required were in their service. This month we have completed three more substantial pillars of wood at the Cachoeira; three more at the Bahu; closed the heavy timber work at the Bahu shaft, and cleaned up the Bahu Mine. The mass of ground which burst from the roof of the Bahu shaft in March last was more than we then estimated. Though it fell about 90 ft. vertically, yet in the debris we found two fragments, each containing about 120 tons. All circumstances considered, I repeat without hesitation that our operations during the last eight months may have been equalled, but certainly not surpassed in any mine in the world.

The CHAIRMAN said, although it was not the annual meeting, it was considered desirable to have the accounts audited. A statement was exhibited, from which the following is condensed:—In England: Balance at the bankers and on deposit, 26,033*l.*; to pay drafts, running salaries, &c., 26,019*l.* 15*s.* 9*d.* There will also be about 1500*l.* to pay for stores shipped, and preparing for shipment in the course of the next two months. On the other hand, another remittance of gold will be due about May 14. In Brazil, at the date of the last advices, there was 14,359*l.* 1*s.* 5*d.*, against which the expenditure for the two months, Feb. and March, was estimated at 14,000*l.* The reserved fund amounted to 16,057*l.* 1*s.* 8*d.*

Mr. SCHOFIELD observed that the gold would be an asset in favour of the company, as the two months' cost was estimated, but not the gold that would be raised in the same period.

A PROPRIETOR asked whether the capital of the company was intact?

The CHAIRMAN said it would be found to be so at the annual meeting.

Mr. SPENCER HERAPATH said they had got the mines as the capital: the question ought to have been, did they owe any debts beyond those stated?

Mr. HOCKIN replied, none beyond those stated in the accounts. The auditors had gone through the bill books.

Mr. JAGO, as one of the auditors, believed the accounts to be a faithful statement. He went carfully through the bill books, and found no bills except those charged.

Mr. COPELAND wished to know whether there was any limit to the drawing?

The CHAIRMAN said they never drew except they got the gold, which was sent to Rio and sold there, if they got a better price for it than in this country. The object of the present meeting was to make this company limited, and a copy of the deed would be ready in the office a week before the meeting, at which it would be proposed to be adopted; but they could not move one step without the resolution, which he would read. The following resolution was then submitted:—That this company be registered as a limited company, under the Joint-Stock Companies Act, 1856 and 1857; and that the name of the company be changed to that of the St. John del Rey Mining Company (Limited).

Mr. JAGO suggested that the deed should be printed, and a copy sent to any shareholder who applied.

The CHAIRMAN would willingly comply with the suggestion.

Mr. RICHARDS was much in favour of the company being limited, and hoped the resolution would be unanimously adopted.

Mr. SCHOFIELD was of opinion that by placing the company under limited liability it might be supposed they were in debt, and the question was whether there was any legal or pecuniary reason for the alteration?

A PROPRIETOR believed the company to be in a sound state, and his object was to keep it so.

The CHAIRMAN said the reason why he said nothing about the motives for making it a limited liability company was because he thought it desirable that every company should be limited. (Hear.)

The resolution for bringing the company under limited liability was then carried.

The CHAIRMAN said the next business was the election of a director in the room of Mr. E. Hurry, deceased. There were four candidates—Messrs. Bosworth, Hamstede, Keogh, and Richards.

Dr. KINGDON, in a very complimentary speech, proposed Mr. Keogh, which was seconded by Mr. RICHARDS.

Mr. WILSON proposed and Mr. THORPE seconded the appointment of Mr. Bosworth.

Mr. RIVINGTON proposed Mr. Hamstede, which was seconded by Mr. ELLIS.

Mr. JAGO proposed Mr. Richards, which was seconded by a PROPRIETOR.

A lengthened discussion ensued, during which the following letter in favour of Mr. Keogh was read:—

SIR,—From our long connection with the St. John del Rey Company, as mining agents, not only during Mr. Keogh's administration, but also previously and subsequently to that period, we cannot but congratulate our fellow-shareholders on that gentleman having offered himself as a candidate for the vacancy in the direction, feeling convinced that from his intimate knowledge of its affairs he will, if elected, greatly promote the company's interest, and help to restore it to its former prosperous condition, which we fear will not soon take place under the present management. Our reasons for expressing such an opinion are the following:—

The chief mining captain, when in England, in 1854, obtained from the directors unlimited power as to the working of the mine, and is no longer under the control of the superintendent; he, consequently, has the power of extracting such portions of the lode as he thinks proper. During Mr. Keogh's administration such was not the case; mining conferences were held, at which Mr. Keogh presided, and no alterations could be made in the working without its propriety being fully discussed and agreed to by the majority of the agents. Under this system the company reached the summit of its prosperity. One year's profits were as high as 56,000*l.*, and for many years 44,000*l.* per annum were divided among the shareholders.

Under the present system, without a check upon Capt. Treloar, he works the mine as he deems proper, and the result is that our dividends have gradually lessened, and latterly we have been working at a loss.

For some time Capt. Treloar strongly urged Mr. Keogh to abandon the whole of the East Cachoeira. He at first refused his consent, but about two years previous to his retirement consented, on Capt. Treloar stating that it should be kept as a reserve, in case any accident should prevent the regular supply of stone. We both strongly opposed this step, knowing that it could not well be worked while operations were carried on below; and if taken down that great expense would be incurred in putting in extra timber to protect the machinery, but we were overruled.

That we were correct in our opinion is proved by the fact that, during the time working was suspended in the Bahu, it was left intact.

Capt. Treloar has often said that when the company can no longer work the mine profitably, fortunes may be made by private individuals. * * *

From our knowledge and experience of the mine, we feel convinced that with proper management Morro Velho can produce a profit of from 30,000*l.* to 40,000*l.* per annum, but to do so it is absolutely necessary that no one individual shall have unlimited power in the mine department.

We are anxious to know why the costs have been so frightfully increased since they ceased to be under the superintendence of Mr. Keogh? Is it because the present superintendence is placed in incompetent or inexperienced hands?

It must be evident to every one conversant with the company's affairs that these two departments should be a check one upon the other. Mr. Keogh, from his long connection with the company, and from his personal knowledge of its *employés*, can keep a vigilant watch over the whole proceedings at Morro Velho; and, should he deem it necessary, can recommend such changes as must conduce to a profitable development of its immense resources.—*London, March* 25. W. GOVEN, J. TONKIN.

The following was the state of the first day's poll for the election of a director, in the place of Edward Hurry, Esq., deceased—Mr. Bosworth, 1 vote; Mr. Keogh, 14; Mr. Richards, 13. The poll will be resumed on Tuesday, and close at four o'clock.

A vote of thanks to the Chairman terminated the proceedings.

ROYAL COLOSSEUM.—During Lent, the indefatigable lessee, Dr. Bachhoffner, F.C.S., has delivered several lectures on Astronomy, the last being on the Great Solar Eclipse; this is lucidly described and illustrated by fourteen well executed diagrams. The lecture is aptly designated as familiar; and the manner in which it is delivered by Dr. Bachhoffner renders it plain to the simplest comprehension. The Panorama of London by Night is about to be superseded by one of Paris; at Easter Mr. George Buckland returns with a new entertainment, entitled "Lays and Legends from Fairy and other Lands;" and, from his well-known talent, there is every anticipation that the entertainment will be worthy of his reputation. The Panorama of Lisbon still attracts crowds of visitors; and the concert by instrumentalists and vocalists is listened to with approbation by the auditory who nightly attend.

MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

MINERAL INDUSTRY OF IRELAND.—A letter I have recently received from a gentleman in London shows how very little Ireland is known, or her many capabilities understood. He asks, "How many mines have you at work, and is there any room left in Ireland for an extension of enterprise of this kind?" I am well aware there is scarcely a place of interest on the Continent but this gentleman has seen, yet, alas! this country has up to the present moment remained a *terra incognita* to him. As this will meet his eye, and may interest others, I beg to say Ireland contains 30,299 English square miles; that her mineral resources are as yet comparatively unexplored; that the few mines which have been opened and carried on judiciously and extensively have for years past, and up to the present moment, amply rewarded the investors. I cannot leave this subject without regretting that so many talented mining engineers, when called upon to visit this country, should by their engagements be confined to some particular locality, and their route there and back, through districts of little interest to the mineralogist; yet, did time allow, by diverging but a short distance, places well worthy attention would be found. To give an opinion on the true mineral character over a large extent of any country, depending upon hasty surface inspection, is most difficult, I may say dangerous; for having no certain data from existing works, impressions might be formed more calculated to mislead than tend to the much-desired object—successful mining operations. A new company, called the Dublin Manure Company, has been formed, and from the energy displayed by its able manager, Mr. Joseph Wonfer, promises to be a great boon to the agriculturists. More extensive premises are taken, and powerful machinery being erected. A large amount of our sulphur ores will here find a ready market, as well as our gypsum, the production and working of the latter mineral, I hear, is about to be undertaken by a practical English gentleman of this city, whose knowledge and experience are a warrant for ultimate success. I shall have to relate some other new enterprises next week. I may add, that the news from our mines is most encouraging, and shares advancing.

THE NETHERDALE MINING DISTRICT.—From time immemorial this district has been known for its great mineral wealth; and the inducement which the recent improvements in our laws of joint-stock companies offer for the combination of capital has led to the formation of the Nidderdale Lead Mining Company, the preliminary prospectus of which appears in another column. The sett abounds in lead ore and barytes of rich quality; and that the lead mines of the neighbourhood were considered workable even in the time of the Romans is proved by the fact that within two miles of the company's property two pigs of lead, cast A.D. 57, were found in 1731 on the estate of Sir Wm. Jugleby, Bart. One of these is preserved by the family, and the other was presented to the British Museum. They are both inscribed with raised capitals—"Imperatore Cæsare Domitiano Augusto Consule Septimum." On one side is the word "Brig," signifying that they came from the country of the Brigantes, and there is little doubt they were raised on Greenhow. The property which the company intends to work comprises an area of about 400 acres, through which the Prosperous veins run for nearly a mile, and have been intersected by the Perseverance adit level, which was commenced in 1827 by a private company, who, relying on a verbal promise of a lease of Green Moor when called for, drove the Perseverance main level about 750 yards westward, and the north branch about 600 yards, and to within 60 yards of Green Moor. Upon the lease being applied for, however, it was ascertained that it had already been granted to the lessee of the Prosperous and Providence Mines, at a higher royalty. The main object of the Perseverance Company was thus unexpectedly frustrated: as satisfactory arrangements could not be entered into for the use of the level the company was ultimately abandoned, and the Green Moor and Holebottom estates have since remained unworked. Agreements have been already entered into with the various owners for leases of the minerals, and the use of the levels, shafts, &c., in their respective estates, at an easy rental and a royalty of 1-10th; that paid by the adjoining mines is believed to be 1-8th. The property has been inspected and reported upon by Capt. M. Newbould, of the Sunside Lead Mining Company; and by Capt. R. Bentley, of the North Derbyshire Mining Company, both of whom concur in describing the mines as capable of being worked at a much less outlay than is necessary in ordinary operations, and as likely to realise successful results By the Perseverance level, which can be reopened and cleared out at a trifling cost, the whole mine can be thoroughly ventilated and unwatered.

MINING IN NEWFOUNDLAND.—Reports are favourable, and highly encouraging, as to the prospects of mining in this country. With respect to English Ridge and Turk's Head Copper Mines, the Cornish captain says the ore in both grants is found in calcined spar, embedded in amygdaloid trap; course nearly north and south, and dip 30° east; Turk's Head being "peacock," and English Ridge "grey" ore. From each of these adventures 20 tons of copper ore have already been shipped to England, bringing respectively (Turk's Head) 16*l.* 17*s.* 6*d.* and (English Ridge) 33*l.* per ton, as raised at grass and exported in the rough. Freight from mines to Liverpool 2*l.* per ton. These concerns adjoin each other: each company owns in fee simple one square mile of ground, upon which is abundant timber for the use of the mines. Neither of the mines are troubled with water, being 200 feet above the level of the sea, and will require no pumping machinery for years to come: their situation is on the coast. We have seen some remarkably fine samples from these properties at the office of Mr. Thomas Watson, 2, Crown-Court, Threadneedle-street, which are well deserving of inspection.

EAST WHEAL RUSSELL.—After hearing so much about the water in the winze in the 66 fathom level, I find it is all a ruse by certain parties to run down the shares. No mine has had more inspectors and visiting agents than this. This week Capt. Reynolds has been underground, and no doubt his report has reached his employers, Messrs. Watson and Cuell, London, who are well known in the mining world as legitimate miners, and I trust the report of Captain Reynolds will appear in your valuable Journal. I am assured by the agent that the water will not interfere with the sinking, without a great increase; part of the water was coming from the level above, which is now taken off. The lode in the winze never looked so well as it does at the present depth, much to the mortification of those who have sold out, and who, wishing to buy in, do not care what they say or do to bring down shares to suit their own purposes. East Wheal Russell is too well held to suit their views. The next sampling is expected to be greatly above the last. The 100 fathom level ought to be driving. No doubt East Russell will make one of the best mines in the district.

WHEAL EDWARD is looking well, although shares are low. This mine, like many others, is not only suffering from the fall in the standard, but from parties wishing to run the property down—with the view, probably, of raising their own mines in value; this is too often done, to the injury of mining generally. Edward will rise by its own merits. The sampling to-morrow will be about 200 tons, and a dividend of 5*s.* per share, it is expected, will be declared on Tuesday. No young mine is looking better, and to Capt. East great credit is due for the excellent manner he has brought it out.

CARADON WHEAL HOOPER is about to be worked again, under bright prospects, having some of the best of South Caradon lodes driving towards the sett: it is now considered past a doubt but it will figure as another South Caradon. The first meeting will be held in London, on Monday. A steam-engine is to be purchased, and the working carried on with all spirit.

SOUTH CROWNDALE.—This sett (formerly West Rix Hill) is again working, and, with a view to fix on the best position for the machinery, the agent, Capt. T. Bawden, has been costeaning, and this will be continued the whole extent of the sett. Within a few days after the commencement, a new lode was found, from 3 to 4 ft. wide, with one of the most beautiful backs ever seen, being rich gossan, spotted throughout with ore and mundic. Another lode was met with a day or two afterwards (March 22), presenting a very similar appearance, and which is now being opened on. The two lodes are only 10 or 12 fms. apart, evidently fast nearing each other going eastward, and will undoubtedly form a junction about the centre of the sett. These lodes were not seen in the late workings, which were confined to sinking a shaft and driving on a north lode, from which fine stones of ore were raised, producing by assay 20¾, and where the present company will soon be able to raise fair quantities of copper. There are two or three lodes known to be to the south of the two newly-discovered ones, and the character, direction, and underlie will soon be ascertained by the vigorous examination now being made in a piece of ground very congenial for mineral. A powerful company is now in course of formation, to give this a thorough trial.

AT GREAT WHEAL FORTUNE, there has been an important discovery in the Carnmeal part of the mine. In sinking the eastern whim-shaft 95 fms. east of engine-shaft, the lode has been intersected 5 fms. under the adit level; it is now 4 ft. wide, worth 40*l.* per fathom for tin, with every indication of continuing good; the expense of sinking is 8*l.* per fathom.

CARVATH UNITED MINES.—The lode in the 40 fm. level west is now 4 feet wide, and good for tin, and which we believe is a new bunch; as yet only 4 ft. of the lode has been seen.

GREAT TAMAR MINE.—The position of this mine is highly favourable to ensure a prosperous issue; it is surrounded by others which have been worked profitably since the days of Queen Elizabeth, and the boundary of the sett adjoining the navigable River Tamar renders the cost of carriage for materials trifling, which in many instances is a very serious item in the expenditure; this will apply also to the shipments of ore.

SOUTH PENHALDARVA.—The lode has been cut in the shallow adit, which is only 12 or 14 feet deep. The lode is 15 ft. wide, composed of gossan, with crystallized quartz and prian, altogether having a very fine appearance for the back of a lode. The engine-shaft will now be set to be sunk with all speed. The prospects are exceedingly good.

TRELOWETH.—The prospects here, after such a long depression, are of a most encouraging nature. In the bottom of the 70 the lode is 7 ft. wide, and worth 30*l.* per fm. Although the water is quick, yet sufficient trial will be made with the present machinery before a larger outlay is made. The pitch in the back of the 100 is much improved, and will produce about 20 tons in the next two months.

DEVON GREAT ELIZABETH.—The lode in this mine is parallel with the main lode in Wheal Emma, which in the 46 has been the best yet seen. Judging from the quantity of ore at surface, about 40 tons, raised at such a shallow depth, the prospects are very good. Large blocks of ore, weighing 40 lbs. each, have been raised, of excellent quality. Water power is obtainable from the River Dart, and ere long the samplings will be regular. It only requires vigorous working to ensure success.

WHEAL SIDNEY (Plympton).—The lode in the No. 5, or bottom end west, still holds good, not only in quantity, but quality, and looks as if it will prove that the faith of the shareholders has been well placed, and will soon be amply rewarded. There is a good lode, rich for tin, in the bottom of the shaft, and the end above referred to is about 15 fathoms west of this point, with a good lode throughout that distance. Another important and gratifying fact is, that the end drained a shallow winze sunk a few feet only on a lode of gossan and tin, in the No. 3 level above, and from 20 to 30 fms. west of the present bottom end, with whole ground between. There is every appearance of the next lift going down in and opening out a very valuable; and knowing that from the eastern cross-course, about 12 fms. east of the shaft, to the winze in the No. 3 level, altogether from 40 to 50 fathoms in length, the lode is very good, the adventurers should hold, and not part with their property too cheap.

WEST RIX HILL.—This mine has now been resumed by a company, with a determination to carry out the workings with spirit, with a view to early profits. Some splendid stones of gossan have been broken from two parallel lodes, and of the richest description. The locality is a good one, and with good management the adventure, there is little doubt, will succeed.

Mr. Richard Thornton, late a student of the Government School of Mines, has sailed with Dr. Livingstone, having been appointed geologist to the expedition.

Mr. James Crofts sends us his usual weekly review of mining:

The excessive amount of bullion in the Bank of England, now nearly nineteen millions, in conjunction with the limitation of the loan to the East India Company to five instead of eight or ten millions, as was contemplated or rumoured, and also the continued inaction of commerce and of trade as consequent upon it, originated a rumour that the rate of discount would be reduced probably to 2 per cent.; but the rumour has not resolved into a fact, and the rate, therefore, remains at 2½, which may be taken as the standard value of money at the present moment. With such plentitude of capital, and such limited means of employing it, a dulness over the mining market is a matter to excite surprise; and yet it must be admitted that the past week has been a dull one, and no rise in the value of scarcely any shares can be noted. Looking into the statistics of the mining market itself, however, a further fall in tin, and a depression in copper, is exerting an unfavourable influence upon those descriptions of shares, whilst lead mines in the aggregate continues steady. No real evil arises out of these fluctuations, provided those who have bought good mines continue to hold them, which, we regret to say, is not very often the case, or rather it is the exception, and not the rule. As an example, Wheal Edward has receded at least 10*s.* per share, consequent, as we conclude, upon an unfavourable sale of ore; whilst the reports from the mine show no want of confidence in its state or prospects, and with a certain dividend about to be declared of 5*s.* per share, to buy at the present price appears a wiser course than to sell. Lady Bertha is flat, and lower in value, probably from sympathy with the state of other shares in that locality, whilst East Wheal Russell has not sensibly receded, although the mine was threatened with embarrassment from water. This particular question the writer has deemed it but justice to the mine and the shareholders to allude to elsewhere. Vale of Towy reports continue of the most satisfactory character, and the shares largely dealt in and steady: probably there is no better mine to invest in at present rates. Dale Mine, as a natural consequences of the "moves" of the directors in the issue of new shares, has dropped in value on the market considerably, and, as we believe, from this sole cause, no change in the state of the mine having been reported calculated to produce any adverse fluctuation in the shares. North Roskear, it may be stated, is rapidly coming into favour; and from Tolvadden there has been sent a parcel of specimens of exceedingly rich copper ore, probably stamping its future value as something important. These instances are given, *en passant*, as a few amongst many favourable changes in the aspect of particular mines, and in the hope that they will attract the attention they deserve. On the whole, taking into consideration the period of the year, and other favourable circumstances connected with the sinews of trade, there is little chance of any further reductions in sound shares, either dividend or progressive.

An interesting admission as to the internal state of the (so-called) Mining Exchange, by an influential but anonymous pen, appeared in the last Journal. It may be regarded as a sort of *requiem* over the fall of an institution, which, considering the importance of its objects in the origin, certainly deserved a better fate. The attacks upon its mode of transacting the business of an Exchange have for a length of time assumed every possible shape, but without producing the slightest change in its practice as regarded the quotations of the prices of shares, thus showing its impermeableness to public opinion, no matter how forcibly expressed, or by whom; and since it was the third attempt and failure within the writer's experience to establish some kind of association to which the public could look with confidence for correct information as to the real value of mining property, and the real price of shares, it may be presumed that the mining market, constituted of brokers and dealers, is composed of materials of too incongruous a nature to cohere and act together, and all that can now be wished is that this succession of abortive attempts should be speedily forgotten.

Pursuing a subject which is a very interesting one to the mining world at the present moment, it may be remarked that the "management" of Dale Mine, in their financial department, are fast getting into a labyrinth. A reference to the prospectus issued by this company will show that by means of 10*s.* per share, subscribed upon 21,000 shares (the number into which the mine is divided), they would be not only in possession of ample capital for all purposes, but that at a certain epoch of the subscriptions they actually thought it necessary to stop the issue of the allotment letters. Subsequently, however, it appeared that applications for further allotments, with 1*l.* per share deposit, were entertained, and allowed to be paid up, when as suddenly (on the 20th inst.) there appears an advertisement in this Journal, declaring that "no further shares will be allotted under 1*l.* 10*s.* per share, such amount to be paid on allotment—the shares so allotted being 1*l.* shares, and subject to no further call." The reader, however, will look in vain for any intimation explaining either why at once a superabundance of capital is invited, or what is to be done with it when subscribed; on which very essential points the writer ventures to predict the mining world will be very curious, and very eager to be enlightened. In the meantime, in the following extract of a letter from one of the shareholders (addressed to the writer) will be found some shrewd suggestions, not inappropriate to the subject matter in hand:—"Dale Mine I hardly know what to make of; it seems so strange that, after making such great discoveries, they did not divide the new shares *pro rata* amongst the holders that had paid up their full amount of 20*s.* per share; for, if everything was *bona fide*, there could have been no difficulty in doing so. I should have thought, too, that with such prospects they would have stopped issuing more shares, while I see they are still doing." On the whole, it may turn out that the management may have already retraced a step evidently not in accordance with sound action; and it may prove that they being to some extent *entête* with the success of the mine, may have been rather led to look to the interests of individuals than to those of the shareholders in general, which are more often forgotten than remembered in the early history of mines, and especially in those introduced with an exuberant number of shares.

Messrs. Powell and Cooke communicate the following remarks:—

The market has been rather inanimate during the week, and prices, with few exceptions, have ruled lower. This stagnant state of things cannot exist long, as it would be quite contrary to all precedent, when money is to be obtained on good security at 2½ to 3 per cent. We feel assured that the advantages of good British mines as investments are not sufficiently known to the public generally; many of them pay from 15 to 20 per cent. per annum, with every prospect, at their present market values of continuing to do so for many years to come. Parties having money to invest will do well to take advantage of the present lull in business, and select a few mines of the character we have named. Ranking among them will be found for Consols, South Caradon, Wheal Mary Ann, Vale of Towy, Wheal Buller, Wh. Edward, South Frances. Among the progressive mines that are well worthy of notice are—Great Hewas, East Russell, Tolvadden, North Robert, Hingston Down, Wheal Jane, Virtuous Lady and Wheal Bedford, Kelly Bray, Catherine and Jane Consols, North Frances, Boiling Well, Treweatha, Redmoor, Great Wheal Alfred, Lady Bertha, and Sortridge Consols. We need not give quotations, as the Share List will show the present respective prices. But we venture to state that a considerable rise will take place in their market value during the coming three months. The report from Vale of Towy this week shows that large quantities of lead continue to be laid open, and the shareholders may congratulate themselves on having a good permanent property in this mine. Facts, however, will speak for themselves in the monthly sales of lead, the next will be about 80 tons, which will leave a large profit towards the dividend at the next meeting. At the meeting of Wheal Edward Company, on Tuesday next, the first dividend will be declared; this we hope, and believe, is the commencement of a prosperous career for this mine. The prospects, we are informed, are brighter than for some time past, and the splendid lode in the shaft (which was for some time disordered by a slide) is again improving, and indicates to be soon as valuable as it was previous to the slide appearing; it will be remembered that it was then producing from 25 to 30 tons of good ore per fm. for the length of the shaft. Believing that the present dullness in the market is only of a temporary character, we cannot conclude without again stating it to be our opinion that great pecuniary advantage would accrue from an investment in good dividend and progressive mines.

Mr. Lelean communicates the following remarks:—

The mining market throughout the month has experienced a variety of changes, with a downward tendency, and at the close of this week almost at a stand still, and those who have realised were obliged to make very great sacrifices—in fact, throughout the country general depression prevails. This is very extraordinary, as money is abundant and the weather all that we can wish, and can only be accounted for in the uneasiness felt regarding our foreign and domestic policy. At the commencement of this year I called the attention of capitalists to several mines that I considered worth buying, and from that time to the end of Feb. a very great rise took place, and large profits were realised. A similar opportunity is now offered, with every probability of equal success. The mines which may be considered worthy of immediate attention are—Devon Great Consols, Lady Bertha, South Caradon, Carnyorth, Dolcoath, Dog Dong, Levant, North Roskear, North Wheal Basset, Par Consols, Tolvadden, Phœnix, Providence, Margery, South Tolgus, South Wheal Frances, West Wheal Seton, West Basset, Wheal Buller, East Russell, Vale of Towy, Wheal Margaret, Wheal Mary Ann, East Alfred, East Providence, Great Wheal Alfred, North Levant, and Botallack. The dividend mines named are paying from 12½ to 20 per cent., and the properties are selling very much below their intrinsic value, consequently the least reaction in the market cannot fail to affect these shares.

The Lusitanian Mining Company have advices to March 17:

PALMAL MINE.—Basto's Lode: The ground in the plat in the 38, at Taylor's engine-shaft, is much the same as it has been. The lode in the 28, driving west of Taylor's engine-shaft, is 2 feet wide, worth 2 tons per fm. The rise in the back of this level is holed to Fontouras winze, and we have a good lode in the end of the same. The lode in the 28, driving east of Taylor's engine-shaft, is 3 feet wide, composed of soft and hard quartz, mixed with a little prian, and some small stones of ore. The lode in the 18, driving east of River shaft, is 2 feet wide, composed of hard quartz and spots of ore, but nothing to value.—River Shaft: We have resumed the sinking of this shaft, and the lode is 3 feet wide, composed of prian, quartz, and stones of ore; the lifts are all put in their places, and the new wheel is at work, and doing very well. The lode in the 8, driving east of River shaft, is 1½ ft. wide, composed of hard quartz, with a branch of flookan on it. The lode in the adit level, driving east of Pinto's shaft, is 2 feet wide, composed of quartz and a branch of copper ore, worth ½ ton per fathom. The lode in the adit level, driving south-west on the slide lode, is 3 ft. wide, composed of flookan, quartz, and a little mundic. The lode in Olevieras winze, sinking below the 18, is 1 foot wide, composed of quartz, with a small branch of ore in it, not enough to value. We have holed this winze into a borer hole, and by the end of the week shall get it beaten through, when the men will be put to stope the end of the same.

FONTOURAS WINZE.—This winze is holed to the 28, and the men are put to stope the eastern end of the same in the back of the 28, where the lode is 1½ ft. wide, worth 1¼ ton of ore per fm. The lode in the stopes No. 1 in the back of the 18, west of Taylor's engine-shaft, is 1 ft. wide, worth 1 ton per fm. The lode in the stopes No. 2 in the back of the same level, west of Butler's winze, is 1 ft. wide, worth 1¼ ton per fm. The lode in the stopes No. 3 in the back of the 28, west of Taylor's engine-shaft, is 1½ ft. wide, worth 1 ton per fm. The lode in the stopes No. 4 in the back of the same level, wide, worth 1 ton per fm. The lode in the stopes No. 4 in the back of the same level, east of Taylor's engine-shaft, is 1½ ft. wide, worth 1 ton per fm., which is assumed. The lode in the stope No. 5 in the bottom of the 8, west of Taylor's engine-shaft, is 1 ft. wide, worth 1 ton per fm.

MILL LODE.—The lode in the 18, driving east of the cross-cut, is 1 ft. wide, worth 1 ton of ore per fm. The lode in the 18, driving west of the cross cut, is small and poor. The lode in the stopes in back of the 8 is 8 in. wide, worth 1 ton of ore per fm.

HOUSE LODE.—The lode is Pisco's winze, sinking below the adit level, cast of the old shaft, is 1 ft. wide, composed of killas, a little flookan, and stones of ore. We have begun to drive the 10 east of the old shaft to get forth under Pisco's winze, where the lode is 9 in. wide, producing some good stones of ore, but not enough to value. The ground in Oak shaft, sinking below the 10, is harder than it has been.

CARVALMAL.—The ground in the new adit, driving east, is a good killas.

CAPT. WILLIAM VERRAN.—It is with regret we have to announce that this experienced miner, who had spent a great portion of his life in the Brazils and other tropical countries, expired at Woolwich on Feb. 22. The deceased was well-known as a practical miner of sound knowledge, and for some time was manager of the Trenance and other mines; latterly he was engaged in Wales. He was a very distinguished for his single-heartedness, and leaves among the mining community a gap which cannot easily be filled.

SEPARATION OF COBALT AND NICKEL FROM CHLORINE WASTE LIQUOR, &c.—When the waste liquor from the production of chlorine contains, besides manganese and iron, also cobalt and nickel, Messrs. Muspratt and Gerland propose to extract these latter metals, and to recover the manganese, by the following method:—In the first instance, iron is precipitated as peroxide, by means of chalk, or such other suitable substance, and separated by filtration; or the liquid may be evaporated to dryness, and the residue heated, so as to decompose the perchloride of iron, and leave this metal in an insoluble state, but without affecting the salts of cobalt, nickel, or manganese, which are then to be separated from the oxide of iron by solution in water, and filtration. If a trace of iron still remains in solution, it may be separated by digesting the liquid with chalk, as above. When the waste liquor contains copper, it is to be first precipitated as sulphuret of copper, by means of a current of sulphuretted hydrogen gas, and separated by filtration. Then, the nickel and cobalt are to be precipitated; for this purpose, oxalate of lime, or other oxalates or carbonates, may be used, but the use of sulphurets is preferred. The sulphuret of calcium obtained in the production of soda, and known as "soda waste," will answer as well as any other sulphuret of alkaline or earthy metals; also, sulphuret of manganese. When a soluble sulphuret is used, it is to be added until the whole of the nickel and cobalt are precipitated as sulphurets; this is indicated by the colour of the precipitate, these sulphurets being black, while sulphuret of manganese is flesh coloured. If some sulphuret of manganese should be precipitated, it may be separated from the sulphurets of nickel and cobalt by means of a little hydrochloric acid, which does not dissolve either of the latter. However, if the liquid contains iron, when the solution of sulphuret is added the sulphurets of nickel and cobalt will be mixed with sulphurets of iron and manganese, and then the latter cannot be dissolved out by the acid; in this case the whole precipitate is to be roasted, so as to convert the iron into peroxide, the residue dissolved by strong acid, and the iron separated from the solution as above described, before precipitating nickel and cobalt. The solution from which the sulphurets of nickel and cobalt have been separated by filtration contains nearly all the manganese, which may be precipitated as oxide, by means of lime, and converted into peroxide, to be used for generating chlorine. It is not essential to separate copper beforehand, and on the large scale it will be more convenient to leave this metal in solution, and precipitate it with the nickel and cobalt, from which it may be separated afterwards by any of the known methods. Nickel and cobalt may be separated, in like manner, from any other materials in which they are associated with the above substances. When bismuth or other metals, precipitable by sulphuretted hydrogen, are present, they may be separated from the acid solution in this way. Then, the iron in the filtered liquid is to be converted into a state corresponding to peroxide, and the separation of the metals effected as above. The patentees claim the separation of nickel and cobalt from manganese liquor, produced in the generation of chlorine; or from other materials containing these metals, associated with iron and manganese.

COATING THE BOTTOMS OF IRON SHIPS.—Mr. Wall, chemist, of Poplar, has obtained a patent (2198) for "Improvements in Coating Metallic Surfaces," which consist in the preparation of materials for coating surfaces of iron or other metals submerged in sea water, and thereby preventing corrosion, incrustation, or adhesion of barnacles, &c. Three different compositions are employed for this purpose. A 1 is prepared by mixing litharge with enough turpentine to form a thin paste, to which is then added an equal weight of colophony, or common resin, and as much wood naphtha as will thin the mass, which is well stirred meanwhile to a creamy state. In a few days the mass assumes a uniform consistency, and may then be applied to the metallic surfaces after dilution with naphtha or turps. B 2 is prepared by mixing colophony with one-fifth of any oxide of mercury, previously mixed with powdered charcoal. This is used as a top coating for mixture A 1. The patentee directs care to be taken to destroy pinic or sylvic acids, which pervade turpentine and other wood products. For this purpose he adds to each 10 gallons of the turpentine 1 lb. of the acetate of copper, and this mixture is to be shaken before being used to mix with the compositions. For depositing metals the patentee takes sulphate of copper, zinc, or lead, and dissolves it in water, acidulates the solution with sulphuric acid, then concentrates it by evaporation till syrupy, and re-dissolves the residue in naphtha and pure pyroligneous spirit. This mixture, well stirred up, to be applied to the clean metallic surfaces with a brush.

METALLIC CAPSULES.—At the Warwick Assizes, on Monday, a cause of some importance was concluded—an action brought by Mr. Betts, the well-known capsule maker, against Mr. Clifford, a metal roller, of Birmingham. It appeared that in 1849 the plaintiff patented an invention, in carrying out which he took a band of lead with strips of tin, which he applied to either side of the lead, passed the three in that position through the rollers, and found that by the pressure to which they had been subjected the tin and lead were combined into one body, the superficies of which was tin and the substance lead, and incorporated in such manner and proportion as to be capable of extension without any apparent limit, the outward coating of tin always remaining; as the metals were combined in such proportion as, in technical phrase, to "travel together," when elongated by the process of rolling, and thus a foil of metallic lustre equal to that of pure tin was manufactured, retaining the substance and flexibility as well as the comparative cheapness of lead, and also the external beauty and wholesomeness of tin. In 1853 the plaintiff learned that Mr. Clifford and others were manufacturing the same material. Mr. Clifford referred him to an invention of Mr. Morries Stirling, under whose patent the defendant was manufacturing. Stirling's specification was substantially the same as the plaintiff's, but it was contended that what Mr. Betts had described in his patent was in substance the same invention as one for which a patent was granted in 1804 to Mr. Dobbs, a manufacturing chemist of Worcester, who had also large metal works at King's Norton. The sole difference between Dobbs' and Bretts' patents was that Dobbs did not state any proportion between the lead and tin as necessary to secure the efficient manufacture, and the sole difference between Dobbs' and Sterling's was that Stirling treated the lead alloyed or unalloyed, and the tin alloyed or unalloyed. After hearing the evidence, the jury returned a verdict for the defendant on the question of novelty, and for the plaintiff on the question whether there had been an infringement.

DISCOVERY OF AN OLD ROMAN LEAD AND SILVER MINE.—Capt. Reynolds, of Llanidloes, has discovered a valuable lead and silver mine at Snowbrook, at the base of Plinlimmon, about eight miles north-east of Llanidloes. A sample of the ore has been assayed, and produced 80 per cent. for lead, and 20 ozs. of silver to the ton of lead. The mine is an old Roman working, and in all probability had not been opened for 1500 years before Capt. Reynolds made the discovery. The Romans appear to have worked the ground from 6 to 9 ft. wide, and in length from 200 to 300 yards, but what depth has not been ascertained. The remainder of the lode left untouched by the Romans is from 10 to 15 ft. in width, making the total breadth of the lode about 25 ft.; and it is supposed a very large body of ore will be found at the bottom of the old workings. It is computed that 30 tons of ore a month can be realised, by employing 15 hands on the ground, which, according to present prices, would be worth 16*l.* a ton. A limited number of gentlemen are making arrangements to carry out the undertaking forthwith. We have been shown several specimens of the ore, which is of unusual richness.—*Eddowes's Shrewsbury Journal.*

THE TREASURES OF THE SUBTERRANEAN WORLD.*—It is now universally acknowledged that the wealth and welfare of a nation in a great measure depend upon the development of its mineral resources, and, therefore, popular treatises upon the mining and metallurgical industries are generally interesting. An excellent little work under the above title has just been published, and as it contains a concise account of mining and smelting operations generally; the winning of fossil fuel, jewels, salt-working, boring, &c., and of metal working on a large scale, it appears in every way worthy of support. The first chapter is devoted to the miner, and twenty illustrations are given, which materially assist the reader in forming an idea of how he carries on his occupation. We are then introduced to the smelter, and have a fair description of iron working in England; of the blast furnaces, puddling furnaces, cupols, &c.; and of the mode of treating the ores of the several metals to bring them to a marketable form. The sections referring to silver, gold, and platina are particularly interesting. We next come to the winning of fossil fuel, which is illustrated by some half-dozen engravings; and then to the burning of charcoal, where we have a view of an Austrian meiler. Passing the chapter on the winning of precious stones, we have a very good account of the manufacture of salt, enlivened by illustrations of beautiful caverns in various parts of Germany. Quarrying is next treated of, and views of Penrhyn Slate Quarry, in Wales, and the Carrara Marble Quarries, in Italy, are given. A chapter on boring, which contains nothing of importance, and another on the metallurgy of gold, &c., brings us to the baser metals. The manufacture of steel is very well described; reference is made to the Bessemer and Uchatius processes, and good results looked forward to from each. As regards the Bessemer process, it is stated that he produced 7 centners of malleable iron in thirty minutes, with the loss of but 18 per cent., whilst under the old process it would take two hours to make 4½ centners, and that the loss would be nearly 28 per cent. We fear this assertion was made when Mr. Bessemer had made fewer experiments, as if he can obtain such results we cannot account for the invention—so far as the manufacture of malleable iron is concerned—being so neglected. The work must be considered as a book for the public rather than for the scientific man, and is, therefore, free from unnecessary technicalities, and written in a thoroughly readable style.

* "Die unterirdische Welt, mit ihren Schätzen," &c. Von. F. W. Grüner. Leipsig: Otto Spamer.

SALES OF COPPER ORES.

COPPER ORE SOLD AT CORNWALL TICKETINGS, FOR THE QUARTER ENDING 31ST MARCH, 1858.

Mines.	Sales.	Tons.	Amount.
Devon Great Consols	3	5553	£31,078 6 6
South Caradon	3	1224	13,952 18 0
South Frances	3	1925	13,340 0 6
Fowey Consols	4	1658	10,724 12 6
West Basset	3	1636	10,187 6 6
United Mines	4	2133	9,972 9 6
Wheal Basset	3	1174	9,961 6 0
West Seton	3	1157	8,426 17 0
Wheal Buller	3	1508	8,290 10 6
Par Consols	3	923	8,017 14 6
Phœnix	3	1222	7,525 19 0
West Caradon	3	955	7,284 4 0
Alfred Consols	3	998	6,824 8 6
Wheal Clifford	3	984	6,058 15 0
South Tolgus	2	775	5,777 17 6
North Basset	3	930	5,332 14 6
North Roskear	3	744	5,208 14 0
Great South Tolgus	3	732	5,085 11 0
Great Busy United	2	1330	4,069 16 6
Wheal Friendship	3	383	3,845 16 6
Craddock Moor	2	402	3,722 5 0
Wheal Seton	3	643	3,546 1 0
Bedford United	3	621	3,400 1 6
South Crinnis	2	398	3,140 12 6
Great Alfred	3	602	3,115 7 0
St. Day United	2	566	3,051 1 6
Carn Brea	1	565	2,5 5 18 0
Tincroft	1	372	2,528 6 0
Tolvadden	2	322	2,496 1 0
Holmbush	1	201	2,386 17 6
Wheal Edward	3	426	2,298 14 6
Hingston Down	2	445	2,179 19 6
Rosewarne	3	291	2,029 11 0
Gonamena	2	284	2,005 2 6
Devon and Cornwall	2	389	1,982 18 0
Collacombe	2	363	1,950 12 6
West Damsel	1	336	1,949 15 0
North Robert	1	232	1,872 9 0
West Fowey	3	190	1,715 3 0
Kelly Bray	3	343	1,594 13 0
Levant	2	245	1,453 17 0
Pembroke and East Crinnis	2	276	1,452 13 6
Wheal Ellen	2	283	1,440 5 0
Grambler and St. Aubyn	1	66	1,435 1 0
East Russell	2	119	1,373 12 0
Calstock Consols	2	203	1,361 13 6
Wheal Margery	2	255	1,331 13 6
Copper Hill	2	257	1,286 8 6
North Crofty	2	230	1,156 6 6
Sortridge	1	149	1,154 8 0
Wheal Emma	2	163	1,117 19 6
Great Crinnis	2	297	1,080 1 6
East Pool	1	232	1,075 11 6
Condurrow	1	175	1,066 19 6
West Alfred	2	318	1,054 6 6
Marke Valley	1	209	1,049 2 6
Duke of Cornwall	3	246	975 13 0
Wheal Anna	3	188	966 11 0
Carrack-Dews	2	130	953 4 0
South Crenver	3	226	952 3 0
Treavean	1	286	936 16 0
Botallack	1	112	927 2 0
South Crofty	1	134	914 18 6
Wheal Unity	2	128	861 13 6
Halamanning	3	93	811 2 0
West Stray Park	2	121	725 2 0
South Ellen	2	119	715 16 0
Wheal Mary Great Consols	1	89	691 18 0
Wheal Agar	2	93	674 5 6
Wheal Franco	2	144	628 10 0
Trebarvah	1	88	612 3 6
Clijah and Wentworth	2	112	608 10 6
Wheal Charlotte	1	72	599 4 0
Wheal Tehidy	1	63	585 18 0
Devon Buller	2	102	563 12 6
East Tolgus	1	78	554 5 0
Bolling Well	2	128	545 7 0
Trevoole	2	152	531 2 6
Dolcoath	1	92	505 2 0
Tavy Consols	3	124	504 10 0
South Carn Brea	1	80	499 0 0
Treloweth	1	48	494 14 6
St. Aubyn and Grylls	2	59	476 10 0
West Par	3	40	468 0 6
Tretoil	1	60	456 0 0
Lady Bertha	2	95	440 3 0
East Alfred	1	53	428 14 0
East Basset	1	65	418 14 6
Carvannall	1	45	413 19 0
Wheal Arthur	1	137	413 6 0
Camborne Vean	1	83	406 14 0
Wheal Russell	2	107	401 4 6
Gawton	2	137	397 11 6
North Busy	2	67	393 7 6
East Rosewarne	1	41	375 5 0
South Bedford	2	140	374 12 0
West Crinnis	1	55	345 2 6
North Pool	1	83	339 5 0
Camborne Consols	1	35	322 19 0
Wheal Bray	1	90	285 15 0
Wheal Henry	2	28	284 2 0
Feock Works Regulus	1	28	282 2 0
Perran St. George	2	108	276 9 0
Rosewarne Consols	2	87	276 2 0
North Downs	1	30	273 15 0
Devon and Courtenay	2	58	259 19 0
Wheal Emily	2	39	255 18 0
Wheal Kitty	1	25	254 8 0
Wheal Polmear	1	27	224 15 6
Kennegy	1	41	209 8 6
Tywarnhaile	1	43	197 5 0
Creegbrawse	1	40	192 0 0
Wheal Harriett	1	33	187 19 0
Consolidated	1	37	180 11 0
Great Sheba	1	88	161 3 0
North Frances	1	29	157 4 0
West Providence	1	28	156 2 0
Wheal Lewis	2	24	150 8 0
Old Basset	1	17	140 5 0
Wheal Zion	2	29	134 9 0
Wheal Uny	1	27	130 5 6
Pedn-an-drea	1	20	111 10 0
West Grenville	1	17	108 16 0
Trethellan	1	37	107 6 0
Treffry's Regulus	1	5	98 12 0
Old Tolgus	1	17	91 16 0
Virtuous Lady	1	16	80 16 0
North Unity	1	16	80 0 0
Hawkmoor	1	17	77 6 0
Wheal Comfort	1	46	51 14 0
Eny's Ore	1	9	51 10 6
West Treasury	1	9	47 5 0
Nanjiles	1	20	44 10 0
Nancekuke	1	18	44 7 0
Trevone	1	6	42 2 0
Wheal Crebor	1	20	40 10 0
Wheal Trefusis	1	15	38 5 0
West Prosper	1	6	33 18 0
Wheal Guskus	1	6	29 5 0
Visick's Ore		1	24 8 0
Wheal Grylls	1	7	22 11 6
Wheal Mary	1	3	20 15 6
Treviskey	1	6	18 18 0
Providence Mines	1	4	15 12 0
East Wheal Leisure	1	3	14 16 0
Stray Park	1	14	13 6 0
Total		45,298	£281,841 7 0

COMPANIES BY WHOM THE ABOVE WERE PURCHASED.

Mines Royal	2638	£14,196 3 0
Vivian and Sons	7446	45,690 10 0
Freeman and Co.	2651	14,707 5 3
F. Grenfell and Sons	6468	39,116 2 0
Crown Copper Company	236	1,094 6 5
Sims, Willyams, Nevill, and Co.	4334	27,476 15 7
Williams, Foster, and Co.	9240	63,336 14 5
Mason and Elkington	5377	32,754 19 11
F. Bankart	2545	16,559 8 2
Copper Miners' Company	2225	19,065 5 3
Chas. Lambert	1941	7,943 17 0
Total	45,298	£281,841 7 0

ALLOYS OF NICKEL AND IRON.—Mr. W. Fairbairn, F.R.S., read an interesting paper before the Manchester Literary Philosophical Society on "Experiments to determine the strength of some alloys of nickel and iron, similar in composition to meteoric iron." The object of the experiments was to ascertain whether an infusion of nickel in a given proportion would increase the tenacity of cast-iron, as originally contemplated from analysis of meteoric iron giving 2½ per cent. of nickel. Contrary to expectation, that metal, when mixed with the precise quantity of nickel indicated by the analysis of meteoric iron, lost considerably in point of strength, instead of gaining by it.

Mining Correspondence.

BRITISH MINES.

ABBEY CONSOLS.—J. Trewin, March 22: The shaftmen are making preparations for cutting the cistern plat to fix a drawing lift at the 10 fm. level. The lode in the rise in the back of the 10 is 5 ft. wide, composed of quartz, blende and lead, worth of the latter 3 cwts. per fm. The lode in the 10, east of the engine-shaft, has not been taken down for the past week. The lode in the adit end, west of the engine-shaft, is yielding 7 cwts. of lead per fm. The stopes in the back of this level are worth 8 cwts. of lead per fm. No lode has been broken in the stopes since last report; the men are desuing the lode. No. 1 stopes are yielding from 10 to 12 cwts. of lead per fm. No. 2 stopes are producing 7 cwts. of lead per fm. The lode in the 10, west of the engine-shaft, is 6 ft. wide, composed of quartz, blende, and lead, yielding 10 cwts. of the latter per fm.

ALFRED CONSOLS.—M. White, T. Treloase, T. Hosking, March 24: There is no change to notice in the 160, at Field's engine-shaft, since last report. The north lode in the 140, west of cross-cut, is just as for some time past. The lode in the 130 west is worth 9*l.* per fm. This lode in the 120 west is worth 4*l.* per fm. The north lode in the 140, east of flookan, is worth 8*l.* per fm. The main lode in the 120, east of Davey's engine-shaft, is worth 15*l.* per fm., having an improving appearance. This lode in the 110, east of this shaft, is worth from 80*l.* to 90*l.* per fm. This lode in No. 3 winze, sinking below the 100, east of this shaft, is worth about 90*l.* per fm. The south lode in the 110, east of this shaft, is worth 4*l.* per fm. In driving the cross-cut south east of the flookan, at the 80, we have intersected a lode about 1 ft. wide, which has, produced stones of ore. All the other parts of the mine are just as for some time past.

ASHBURTON UNITED.—Wm. Hosking, March 24: We are getting on well in timbering the engine-shaft from the adit to the surface, and expect to complete it in a few days. Our tribute pitches are still looking well. The masons are going on with all speed in building the smith and carpenter's shops; and all other surface operations are advancing satisfactorily.

BALLYVIRGIN.—D. T. Macdonald, R. Pellow, March 18: The men employed in driving the west cross-cut from the bottom of the engine-shaft have been engaged in dividing and casing the shaft during the past week. We have set them to lengthen the whim-shaft where the kibbles meet, and we expect to be ready to commence driving west again in a few days. The lode in the north end is still 4 ft. wide, but since last report it is more mixed up with loose work, worth about 5 owts. of lead, 6 cwts. of copper ore, and 5 tons of mundic per fm.—total value 16*l.* per fm., valuing the mundic at 2*l.* per ton. The lode in the rise here is about 5 ft. wide, and is worth about 1 ton of copper, 10 tons of mundic, and stones of lead, but not to value for tin—total value, 32*l.* per fm. No. 3 stope is worth 1 ton of copper ore, 1½ ton of lead, and 5 tons of mundic per fm.—total value, 40*l.* per fm. A bargain has been set in the south drift to six men, to drive south over the back of the 10, at 8*l.* per fathom; the lode here is worth 1 ton of copper, 10 cwts. of lead, and 5 tons of mundic per fm.—total value, 24*l.* per fathom. A bargain has been set in the south end of the winze to six men, at 6*l.* 10*s.* per cubic fm., to stope under-hand south; the lode is worth 2 tons of copper ore of excellent quality, and 3 tons of mundic. Respecting the dressing department, we beg to state that we have put 1 ton 15 cwts. of lead, 1 ton of second crop copper, and 7 tons of mundic to pile since last report. We have given a first cleaning to 7 tons of lead, and prepared for the crusher 3 tons of lead and 2 tons of copper. We have shipped on board the *Ann Warren* 37 tons of lead and 112 tons of mundic, and on board the *Rooke Castle* 189 tons of mundic; we expect to have another shipment of mundic in about a fortnight.

BEDFORD CONSOLS.—J. Hodge, J. Mitchell, March 25: Shallow Adit End: At this point we have met with a cross-course, we are in it about 12 ft., and not yet through it, consequently nothing can be said about the lode; we hope to meet with something valuable on the east when we again meet with the lode; there is a great quantity of water coming from the end, and we are in hopes that we shall soon have the engine-shaft drained; the cross-course, so far as seen, is all that can be desired in appearance.—South End: At this point no lode has been taken down since our last, and will not be until about the middle of next week; the appearances are still very encouraging.—Williams's Winze: Here the progress has been slow since our last, in consequence of the men having had to remove the main rod, and cut ground for same; we are, however, again sinking, in which we have also a good branch of copper ore; in our next we hope to be able to speak of its value.—Middle Adit: Since our last we have fixed air-pipes, which have given us a good ventilation; this has been done by two of the men who are engaged in driving the end; the two others have been driving by the side of the lode. We shall continue this mode of operation, and cut into it at intervals; the ground is good. We have no other alteration throughout the mine to notice.

BEDFORD UNITED.—J. Phillips, March 16: The lode in the 148 west is 3 feet wide, composed of capel, spar, mundic, and stones of ore, worth nothing to value. In the 130 east the lode is 18 in. wide, producing occasionally stones of ore. Paull's stopes in the bottom of the 115 east will turn out 4 tons of ore per fm. Huggins's stopes in the bottom of this level will yield 4½ tons of ore per fm. The lode in the 115 end west is 3½ ft. wide, composed of fluor-spar, mundic, and ore, worth 3½ tons of the latter per fm. Warne's and Jeffery's stopes in the back of this level are looking just the same as for some weeks past, producing 4 tons of ore per fm. We are driving by the side of the lode in the 103 west. The lode in the 35 east is 2 ft. wide, producing good saving work. There is nothing new to report in any other part of the mine.

— March 23: We are driving by the side of the lode in the 148 west. The lode in the 130 east is 2 ft. wide, producing good stones of ore. Paull's stopes, in the bottom of the 115 east, will yield 4 tons of ore per fm. Huggin's stopes in the bottom of the same level will produce 5 tons of ore per fm. The lode in the 115 end west is 3 ft. wide, and worth 3 tons of ore per fm. Warne's stopes in the back of this level will turn out from 4 to 5 tons of ore per fm. The lode in the 103 west when taken down last produced good saving work; at present we are driving by the side of the lode. In the 35 east the lode is 2 ft. wide, producing good saving work.

BODCOLL.—F. Evans, March 24: The 10 west has been extended 5 feet since my last; lode rather poor, and a little softer. We have commenced drawing the water out of Evans's shaft, in order to drive east towards the 10.

BOG MINE.—E. Rogers, March 23: The lode in the rise in back of Perkins's level is 2 ft. wide, worth 30*l.* per fm., and passing through a good lode, which is to be seen in each end of the rise; in this level driving east the lode is split into two parts, and by taking into consideration they are both branches, the end is worth 16*l.* per fm. I expect Perkins's shaft will be cased, divided, and footway refixed by Tuesday week. The carpenter is making a little alteration in the whim, and I hope to have it ready for drawing about the middle of the coming week. We are getting on very well with dressing the ore, and also all other surface operations.

BRONFLOYD.—M. Barbary, March 24: The south lode in the 17 fm. level, west of No. 2 shaft, is looking well, and is yielding full ¾ ton of ore per fm. The lode in the rise in the back of the 17 will yield ½ ton of ore per fm. The weather is now favourable for our surface operations, and we have made good progress in rebuilding the wheel-pit.

BRYNTAIL.—Jas. Roach, March 25: The 10, driving east of No. 2 cross-cut, on north part of Bryntail lode, has improved in appearance since last reported upon; it is now composed of clay-slate, peach, and carbonate barytes, with small detached cubes of lead ore throughout the width of the level. I consider the prospects at this point very encouraging. The winze under the 10 has not yet been resumed, but active exertion have been made to do so.

BULLER AND BASSET.—Geo. Reynolds, March 23: The engine-shaft is being sunk with all speed. The lode going west in the 50 is 4 ft. wide, composed of spar, peach, and mundic, with fine spots of yellow copper ore, and also roughs of black ore intermixed. A little time will be required to sink the shaft to a proper depth, and lay open the lode, after which I think we shall have a good mine.

BULLER AND BERTHA.—J. Hambly, March 23: I find that the North Tavy tin lode, upon which so much has been said about its riches, runs through our sett, and I think I shall be able to find it in a few days, and I hope as rich as in North Tavy.

BWLCHSTELLAN.—R. Northey, March 16: I have set six men to cut through the lode in the bottom of the shaft.

CAMBORNE CONSOLS.—Wm. Roberts, March 23: Nothing new in the tutwork bargains since last reported. We expect to sample to-morrow (Wednesday) about 25 tons of ore.

CARADON CONSOLS.—W. Rich, March 23: Harris's lode in the 38 east is much the same in size and character as when last reported on—from 12 in. to 15 in. wide, composed of peach and fluor-spar, with spots of ore. The lode at the boundary shaft, which of late has been small, appears now to be increasing in size, and looks more promising. There is nothing as yet met with worthy of notice in the 38 cross-cut south, which is still being forced on as fast as possible.

CARMARTHEN UNITED.—T. Williams, R. Sanders, March 25: We have sunk Harrison's engine-shaft 5 ft. since last report, it is now down 3 fms. 2 ft. below the 7 fm. level; the lode has opened considerably during the past week, and produces more lead. We are carrying 5½ ft. of the lode (the width of the shaft), but have no footwall, consequently cannot say how wide the lode is. The winze sinking under the adit is down 3 fms. 5 ft., the lode here has been rather disordered for the last few days by a spar flat crossing it; we have gone through one part of it, and consider the appearance of the lode to be more promising for lead than it has hitherto been.

CARVANNALL.—Wm. Roberts, March 23: In the 130 west the lode is 2½ feet wide, composed of mundic, iron, and a little ore. In the 86 west the lode is 1½ foot wide, chiefly mundic. The 76 west is progressing favourably, with the lode about 2 ft. wide, producing gossan, and a small portion of ore. We shall sample to-morrow 65 tons of ore.

CARVATH UNITED.—R. Hancock, March 25: The engine-shaft is down about 9 fms. below the 40, still in good ground, but the water is stronger in the ground, which we must expect in going down. We have met with a little delay this past week; the bucket-rod divided in the lift, which stopped the men from working in the shaft, so that they have not sunk so much ground as they would otherwise. In the west end at the 40 there is a large lode, and producing rich work for tin; in the cross-cut the ground is just the same as last reported. We are driving the cross-cut east of the shaft, to see whether there is any part of the lode that we are working on gone up north, going east, or no; but we have not driven far enough north to cut the lode that is in the eastern adit level, yet the junction of the two lodes is a long way to the west of the cross-cut that we are driving, so by cutting the lode in this cross-cut we shall be able to find where the two lodes meet westward; the working department is now going on all right; I shall be able to say more in my next report.

CATHERINE AND JANE CONSOLS.—R. Harry: The lode in the deep adit end is at present small and poor; about 6 feet behind the end there is a large quantity of water issuing out of the footwall, therefore I have put the men belonging to the end to cut in a few feet at this point, to ascertain if there is any more of the lode standing in that direction, the result of which I will duly inform you. The lode in the rise is 1 foot wide, worth 2 cwts. of lead ore per fm.; the south-east stopes are producing from 4 to 5 cwts. of ore per fathom. The cross branch is yielding at present about 5 cwts. of ore per fm., a very kindly branch, and should it continue to improve, it will greatly enhance the value of the mine. The stopes south-east of No. 3 winze are yielding about 10 cwts. of ore per fathom. All our surface operations are progressing satisfactorily.

COLLACOMBE.—Saml. Mitchell, March 23: During the past week the 72, west of Morris's engine-shaft, has been driven 3 ft.; the lode is composed of capel, quartz, blende, and rich copper ore, producing saving work. The 50, east of Morris's engine-shaft, has been driven 3 ft.; the lode is of a highly promising character, being composed of congenial capel, quartz, mundic, and copper ore. The rise in the back of the 50, west of the western shaft, has been holed, by means of which good tribute ground has been laid open, the lode from the 50 to the 40 being worth from 1 ton to 1½ ton of good ore per fm. The pitches continue to look well. Other points continue the same as last reported.

CWM SEBON.—J. Boundy, March 20: There is no particular alteration to notice in either one of the cross-cuts during the week. All the other parts of the mine are

without change to notice. The pumping-wheel is working well, and the water at this time is 9 fms. below the 50. We are drawing, crushing, and dressing as fast as possible for another sampling.

CWM ERVIN.—Nothing has been done in the 57 since last report; but the water is again so far drained as to enable us to resume operations at that place to-morrow. The lode in the stope over the back of the 57, west of the rise, is 4 ft. wide, yielding on an average ½ ton of lead ore per fm. The lode in the 45, going east of cross-cut, has got small and unproductive; its bearing is about the same, and carries a well-defined south wall. The stope in back of this level, over the cross-cut, continues to yield from 12 to 15 cwts. of lead ore per fm. The lode in the stope over the back of the same level, 12 fms. east of the cross-cut, has rather improved; lode yielding on an average 1¼ ton of lead ore per fm. The lode in the stope in back of the same level, 17 fms. east of the cross-cut, yields on an average 15 cwts. to 1 ton of lead ore per fm. The lode in the 32, east of cross-cut, is 10 in. wide, composed of soft killas, quartz, blende, and spots of lead ore, yielding of the latter dressing work. The same level proceeding west from the cross-cut has been abandoned, the lode becoming small and poor as it reaches the point of the horse. Those men are now stoping the back of the level; lode 2 yards wide, yielding 1¼ ton of lead ore per fm.; the lode in the rise over the back of this level has a very promising appearance, being from 4 to 5 feet wide, composed of clay-slate, carbonate of lime, blende, and lead ore, yielding full 1 ton of the latter per fm. The lode in the stopes over the back of this level, 7 fms. east of the cross-cut, is on an average 4 ft. wide, yielding 1 ton of lead ore per fm. The ground in the 20 cross-cut has got a little harder for exploring; notwithstanding, I look forward to meeting with the lode in about a fortnight or three weeks from this time. The weather being now everything that we could wish for in carrying out our surface operations, we are using every effort to redeem our lost time.—March 23.

DALE.—R. Ninese, March 25: The lode in the 37 continues without alteration. I have during the past week put the men to drive into the west side, in order to ascertain the size of the vein in this direction; and although we have driven 3 feet we have not yet touched the wall, and the end is still going through ore ground. The 32 south, on No. 3, is not at present quite so well, but from the indications I expect it will be much better now than ever we have had it in a very short time. The improvement in Johnson's lode, in the 20 going east, and in the rise above the back of this level, continues.

DEVON AND CORNWALL UNITED.—T. Neill, March 23: We have no change to notice since my last report. The stopes in the back and bottom of the midway level are worth 8 and 10 tons of ore per fathom.

DEVON BULLER.—Wm. Neill, March 25: Since last report, the 56 cross-cut south has been set to drive by three men and three boys, at 4l. 5s. per fm. The 56 to drive west on the course of the lode by four men, at 3l. 15s.; the lode at present is small, but the water is getting very much stronger, which indicates our having a much larger lode ahead. The 44 to drive west by four men, at 4l. per fm.; the lode in this end is 3 ft. wide, and looking exceedingly promising, composed of capel, spar, white iron, and occasionally good stones of copper ore; this has been the character of the lode for the last 40 fms.; although it has not proved to be so productive in this level as expected, I think there is every prospect of its doing so in the 56, as the general character of the lode is improved. The 32 to drive east by two men and two boys, at 2l. 10s. per fm.; the lode in this end is 1 ft. wide, composed of mundic and good stones of ore, and promising further improvement. A winze to sink in the bottom of the 32 west by six men, at 5l. per fm.; lode 3 ft. wide, producing good saving work. The two tribute pitches are looking much the same as for some time past; producing some good work.

DOLWEN.—F. Evans, March 24: Edwards's Level: We have commenced to break down the lode, which produces good stones of lead, but we shall be able to say more about it in a few days.—Adit Level: We have driven north into the lode 6 ft. We are still in lode stuff, which is so far poor.

DRAKE WALLS.—T. Gregory: We have no change to notice in Betteley's engine-shaft. In the 90, east of shaft, the ground is somewhat improved. In the 92, west of Matthews's, the branches are producing saving work; the branches in the 92 east are producing a little tin. The different stopes in the back of these levels are producing about the usual quantity of tin. In the 80 east the ground is easier of progress; we have no change to notice in the stopes in back of the 80. In the 70 east the branches continue to produce some saving work; we are making satisfactory progress in the 70 cross-cut north during the past few days; we have intersected several small branches, one of which produces some good stones of tin and copper ore, and the water is now considerably increased. The branches in the 60 east are producing some good work; the stopes in back of same are improved, and now producing very good work, better than anything seen in this level east of the large cross-course.

EAST CARN BREA.—T. Glanville, March 23: The shaftmen are employed cutting down the engine-shaft. In clearing up the old workings east of the shaft we find some arches of the lode, which are producing green carbonate and grey copper ore.

EAST GUNNIS LAKE AND SOUTH BEDFORD.—J. Phillips, March 16: The lode at Red Whim shaft is 4 ft. wide, producing 1 to 2 tons of ore per fm. We have discontinued the driving of the 62 east, and put the men to clear up Coward's shaft on the south lode; in this level west the lode is 2 feet wide, yielding saving work.—South Lode: The lode in the 36 east is 3 feet wide, producing rich stones of grey ore. The stopes in the back of this level are worth 1 ton of ore per fathom. In the 25 east the lode is 2 feet wide, producing good saving work. In the winze sinking in the bottom of the adit level the lode is 2 ft. wide, yielding saving work.

— March 23: Red Whim shaft is now down for a 75 fm. level, and the men are cutting ground for bearers and cistern to receive the lift before commencing to drive. The lode in the bottom is about 3¼ feet wide, and worth 1 ton of ore per fm. In the 62 west the lode is 2 feet wide, and yielding saving work.—South Lode: Coward's shaft is cleared to within 4 ft. of the bottom. We find levels driven east, west, and south; the latter level, we are informed, is only 7 fms. short of reaching another of the south lodes. The ground in each end of the shaft is all stoped away, which is a proof of the productiveness of the lode, and there is no doubt when whole ground is met with we shall also find it productive. In the 36, east of Gullett's, the lode is 3½ feet wide, composed of gossan and spar, with good stones of grey ore; a very strong, promising lode. We have been compelled to suspend stoping in this level for the present from want of air. The lode in the 25 east is 2 feet wide, and at present will produce 1 ton of ore per fm. There has been no lode taken down in Arscott's winze in the adit level since last report.

EAST HENDER.—N. Clymo, March 20: We are driving south by four men on the cross-course; in doing this we have already intersected four lodes; the last lode is about 1 ft. wide, producing rich stones of yellow copper ore. We are driving east by two men on one of the middle lodes; this lode is 1 ft. wide, producing good stones of yellow copper ore. The mine is looking very promising at present.

EAST ROSEWARNE.—J. James, March 20: At the engine-shaft the lode is about 1½ ft. wide, containing a little copper, but not enough to value. In the 33, west of engine-shaft, the lode is about 1 ft. wide, with stones of copper ore. In the 22, east of engine-shaft, the lode is 1 ft. wide, unproductive.—North Lode: In the 22, east of King's shaft, the lode is 15 in. wide, impregnated with copper, but not to value. In the 22, east of Matthews's cross-cut, the lode is about 1 ft. wide, yielding ¾ ton of very good copper ore per fm., and having a very promising appearance. In the 22, west of said cross-cut, the lode is 10 in. wide, yielding a little copper, and very kindly. In the 12 east the tributers have discovered a south part of the north lode here, which yields ¼ ton of copper ore per fm. No more lode as yet in the adit cross-cut. King's shaft is holed to the 22. Hallett's shaft is sinking with about the usual speed. We calculate to sample, on Tuesday next, from 28 to 30 tons of very good copper ore.

EAST PROVIDENCE.—Wm. Hollow, T. Uren, March 23: Poole's shaft is communicated with the eastern adit, cased, divided, and footway fixed; therefore, we shall to-morrow put the men to cut a plat in a penthouse, and prepare for sinking under the level, which we hope to commence doing the second week in April. The eastern adit is driving west from Poole's shaft by two men, at 30s. per fm.; the lode is 12 in. wide, producing tinstuff of low quality, but at present not much to value. Wheal Mount adit is driving south by two men, at 5l. 5s. per fm., on the course of the Comfort cross lode, but we have not as yet found the lode since the caunter or flookan fell in with it; the end at present gives indications of our now approaching it, there being an influx of water, and the ground changing for the better. Our surface men are engaged making a pool and drain for the engine, &c.

EAST TAMAR CONSOLS.—G. E. Tremayne, March 23: The engine-shaft is down to the 40, the lode in which is 3 ft. wide, principally composed of fluor-spar, and will produce for lead about 12 cwts. per fathom. We shall immediately commence driving north and south at this level on the course of the lode. There is no other alteration worthy of notice in any other part of the mine since last week's report.

EAST WHEAL GEORGE.—J. Leary, March 20: The shaft has been sunk to the 70; at this point we have driven south about 4 fms. in a killas country, and have intersected and cut into the lode from 3 to 4 feet, which is, as far as seen, composed of capel, spar, and mundic, but I do not think that we have as yet got into the main part of the lode. I regret to say that our progress has been very slow during the week, in consequence of the lode having let down so much water that it completely overpowered the engine, which is working eight revolutions per minute. I hope in the course of a few days that the country will be so far drained that we may be able to master the water, so as to prove what the lode is.

EAST WHEAL RUSSELL.—J. Goldsworthy, March 23: The winze you refer to in your's of the 19th inst. is about 35 fms. east of Homersham's shaft, in the bottom of the 66. The winze you refer to which is sunk below the 55 to the 66, east of Homersham's shaft, is about 9 ft. west of the winze now sinking below the 66: we are now down about 4 fms. below the 66. If the water does not increase faster than it has since we commenced the sinking of the winze, by the present prospects we shall be able to sink another month, or, perhaps, longer than that time, if prudent to do so. We have not taken down any lode on the orey part since I last wrote you. If all be well, we shall take down the ore part of the lode on Thursday. There is nothing new to notice in any other part of the workings.

— J. Goldsworthy, March 25: We have to drive the 88 east of the present end about 45 to 50 fms. to reach the ore ground gone down in the 66, by the present appearance of the depth of the ore.

— J. Goldsworthy, March 25: The ground in the 88 is somewhat more spare for driving than it has been for some time past; I have put the men to day to cross-cut the lode north, where I hope to find the ground much easier for progress. Homersham's shaft is sunk 4 fathoms below the 66, ground a little improved for sinking; since last reported on, the winze is sunk 4 fathoms below the 66; lode worth for the winze from 5l. to 6l. per fm. We shall now sink on the north side of the ore part of the lode about 2 fathoms before we shall take down the lode; by doing this we shall be able to save a great deal more of the black ore, which we now lose a great part of in the water. The stope east of Williams's winze, in the back of the 66, is worth 2 tons per fm.; the tribute pitch west of said winze is worth ½ ton per fm. Nothing new in any other part of the mine to notice.

EAST WHEAL TOLGUS.—March 20: Redruth Consols Lode: The lode in the 46, east of the engine-shaft, is 2 ft. wide, consisting of killas, spar, and a branch in it 7 in. wide, in the upper part of the end, of mundic and copper ore; it is a much more kindly lode than we have had in this end before. The lode in the 34, east of the engine-shaft, is 2½ ft. wide, and containing more ore than for some time past. In the 22, east of the engine-shaft, the lode is 20 in. wide, containing good stones of copper ore and saving work for tin. The lode in the winze sinking in the bottom of the above-named level is 4 ft. wide, all saving work for tin and copper ore. The 34 is about 4 fms. behind where the winze will come down. The lode in the 12, east of the engine-shaft, is 15 in. wide, producing occasional stones of ore. The two stopes in the back of the 12, east of the engine-shaft, are yielding 2 tons of ore each. The men are getting on with John's incline shaft as fast as the ground will admit of. The lode in the adit end east of the engine-shaft, on the north lode, is 9 in. wide, unproductive. On the whole, the prospects of the mine are a shade better than they have been for the last two months.

GARREG.—J. Trevethan, March 25: On Monday last I put a couple of men to try for a little while in the bottom of the 40, on the north, east, and west lode, the same one as we are now driving on at the 60 west, and I have much pleasure in stating that we have a beautiful lode, from which we are breaking lumps solid of 30 lbs. and even 40 lbs weight, this is 90 fms. west of our present 60 end; does this not speak well again for our 60? We have a tribute pitch in the back of the 20, on the middle lode, producing very fine specimens of lead ore. I trust these points may continue, from present appearances they are likely to do so. We have no change in our ends, but you may depend Garreg will make a good mine ere long.

GAWTON COPPER.—J. Gill, March 24: In the 80 the lode has a little better appearance, and letting out more water than usual, which we consider a favourable sign for an improvement. In the end east in the 80, and also in the 36 west, there is no change to notice since last report. The lode in the western stope, or Harris's, in back of the 36, is worth 10l. per fm. The lode in the eastern stope, or Bickle's, in back of the 36, is worth 20l. per fm. Davis's stope, in bottom of the 24, is worth 8l. per fm. Our surface operations are going on as usual.

GELLIRHEIRON.—R. Northey, March 20: The lode in the 8 fm. level is 4 ft. wide, and worth for lead 3 cwts. per fm. The lode in the 20 is 3 ft. wide, and saving work for dressing. The lode in the stope in the back of the 20 is worth 10 cwts. per fm. No. 1 stope, in the back of the 15, is worth 5 cwts. per fm. No. 2 stope, in the back of the 15, is worth 6 cwts. per fm. Nothing new in the cross-cut in Francis's level. I have not been able to dial the winze, it being full of stuff, but we are tramming and crushing with all dispatch, and when cleared I will dial it without delay.

GREAT CARADON.—J. S. Penprase, March 25: We have commenced sinking the shaft with six men and three wages men since the dry weather. The water has fallen back, and we hope to sink some fathoms before we put the whim to work, which is quite ready when wanted. I have set to the men as far as they can sink the shaft without the assistance of the whim at 5l. per fm.; the lode is composed of soft spar, prian, mundic, and stones of good grey copper ore.

GREAT HEWAS UNITED.—J. Webb, March 24: We have about 6 feet to drive the 96 to reach the cross-course. In the 86 west we are getting good stones of tin. The lode in the 66 west is shifted south by a cross-course 2 or 3 feet. In the 36, at Charles's shaft, we are driving by the side of the lode, the wall of which is regular and firm, showing we have got beyond the piece of unsettled, slidy ground. We shall send the machine kibble to this level to-day, which will cut off 20 fms. tramming the stuff back to Northey's shaft. The 36 is still passing through good tin ground, presenting a very encouraging appearance in this direction. The stopes generally are looking tolerably well, and the tribute pitches do not vary much. We sold last month's produce, 18 tons 1 cwt. 12 lbs. of black tin, realising 1253l. 19s. 8d.

GREAT SHEBA CONSOLS.—J. Spargo, March 24: The stopes in the back of the 40 east, near the eastern cross-course, have improved since my last, as also the stopes and drivage under the 40 eastward. The stopes near the back of the 40 fm. level, east of Rowe's winze, I am happy to say are holding down good, and are likely to continue below the 40. I have put two men to drive south-west of shaft, and have set them on tribute; there is every likelihood of their breaking a large pile of ore. This discovery is of great importance, as it is altogether south of any drivage in the western part; and, should it continue, we shall have to cross-cut further west.—Kelly Hall: We have completed all our surface work here, with the exception of erecting shears, which work we are now engaged upon. The pumps will be all on the mine this week, so as to enable us to fix our pitwork. We have cut through the lode in the 10, and find it to be from 7 ft. to 8 ft. wide, impregnated with yellow copper ore, of good quality throughout; it has much improved from the adit to the 10, and should it improve the next 10 fms. as it has the last, we may reasonably expect a course of ore of good quality; we have about 8 fms. more to sink before we reach that point, when we intend cutting through the lode; and, judging from present appearances, it is more than probable those assertions will be verified.

GREAT SOUTH TOLGUS.—J. Daw, March 24: The lode in the 80, east of Lyle's shaft, is 2 feet wide, producing a little copper ore. In the 70 the lode is 4 ft. wide, producing 8 tons, worth 100l. per fm. Other parts of the mine are much the same as last reported.

GREAT TAMAR.—B. Robins, March 25: We are opening further east from where you directed when at the mine, and I am happy to say we are still discovering beautiful gossan; and I believe in a few days we shall meet with the lode that passes through the lane in a north and south direction. I may add I never saw better indications in the district, which is well known as being the richest in the West of England for the production of rich silver-lead ore.

GREAT TREGUNE CONSOLS.—J. Spargo, March 25: The last few days we have had a horse of decomposed granite passing through the lode in the 60 end, west of Hobler's shaft. I expect by this time we have driven through it, when it is more than probable the lode will contain copper ore, as before we cut it. The lode in the 60 end east is improved since my last; we have broken some large stones of ore from the lode, from which much water is issuing. The lode at the shaft is without material alteration since my last; it is still producing flour-spar, thickly impregnated with rich copper ore. We hope to reach the 70 about the middle of May. We shall sample another parcel at the next sale at Braydown, which will be very shortly. We have commenced driving at Carkee's, and hope soon to meet with improvement.

GREAT WHEAL ALFRED.—M. W. Michell, W. Bugelhole, W. Arthur, March 20: Copper-house shaft is sunk 5½ fms. below the 180 fm. level, where the lode is 3 ft. wide, producing a little copper ore; in the extreme end of this level we have commenced rising against a winze sunk 3½ fms. below the 170, which was suspended a short time since, on account of an increase of water; the lode in the present bottom is worth 25l. per fm. The lode in the 170 west, on the south part, is producing about ½ ton of copper ore per fm., with a little tin; we expect to intersect this part of the lode 15 fms. west of this end in about 2 or 3 fms. driving. The lode in the 160 west, on the south part, is 2½ ft. wide, worth 29l. per fm. During the past month this end has opened a very valuable piece of ground, set to-day at 48s. in 1l. The lode in the winze sinking below this level, 10 fms. behind the present end, is worth 10l. per fm. No change to notice in any other part of the mine.

GREAT WHEAL BADDERN.—J. Jenkis, March 23: The lode in the 61 is about 1 ft. wide, producing ½ ton of lead ore per fm. In the stopes east of No. 5 winze the lode is 15 in. wide, yielding about 1 ton per fm. The lode in the stopes in back of the 51, behind the end, is about 14 in. wide, turning out ½ ton per fm. The lode in both the 51 end and No. 6 winze, sinking below, is rather small and poor at present. All the other departments throughout the mine are much the same as last report.

GREAT WHEAL FORTUNE.—R. Pryor, J. Daniel, March 24: The 85 is driven west of Harvey's engine-shaft 8 fms. 3 ft., in which there is no alteration of the lode in the week last past. The 70 cross-cut is extended 38 fms. south of the main lode, with no late change in its appearance. The winze west of the cross-cut, in the 70, is down 5 fathoms; lode 4 ft. wide, worth 8l. per fathom for tin. In the 20, west of the cross-cut, on Conquer branches, the end is worth 5l. per fm. Carnmeal engine-shaft is in fork 3 fms. 3 ft. below the 20; this level is cleared of stuff, and secured 40 fms. east of the shaft, the back of which is extensively wrought on by the former workers; this level is also cleared 17 fms. 3 feet west of shaft, which is the end of the former workings, the first 10 fms. of which was driven on the course of the lode, and at that point intersected a cross-course; the last 7 fms. 3 ft. was driven in disordered ground, and judging from its course or direction we believe it is driven south of the lode. The 10 is 36 fms. east of shaft; the lode in this end is 2 ft. wide, worth 12l. per fathom. The eastern whim-shaft is sunk 7 fms. below the deep adit level; the lode is 5 feet wide, worth 35l. per fathom. No alteration in other parts of the mine to notice at present.

GREAT WHEAL VOR.—T. Gill, March 20: Wheal Metal Mine: The prospects of this mine are not so well as they were when I last reported on them, but I expect the change is only temporary, and I am of opinion that they will improve again shortly. The 110, west of the engine-shaft, on Metal lode, is 1 foot wide, and producing good stones of tin ore. The 100, west of the engine-shaft, on Metal lode, is 2 feet wide, and worth 10l. per fm. The 90, west of the engine-shaft, on Metal lode, is 2 ft. wide, but poor; I expect an improvement in this level shortly, the lode being wet, and shows an indication for a change shortly. The 80, west of the engine-shaft, on Metal lode, is small, and poor for mineral. The 60, west of Ivey's shaft, on Metal lode, is small, and poor for mineral. The 90, west of the engine-shaft, on Schneider's lode, is 2 feet wide, and worth 12l. per fathom. The 80, west of the engine-shaft, on Schneider's lode, is 1½ foot wide, and producing occasional stones of tin ore. In the 50, west of John's shaft, on Schneider's lode, there has not been any lode taken down for the last week, therefore, I cannot say anything about its value. The stopes in the back of the 100, west of the engine-shaft, on Metal lode, are worth 25l. per fm. The stopes in the bottom of the 90, west of the engine-shaft, on Metal lode, are 6 feet wide, and worth 15l. per fm. In the cross-cut driving north from Metal lode, west of the engine-shaft, to intersect the north lode, we have had no change in the level since last reported on. Teague's shaft, sinking below the 30, still continues in the cross-course, and the lode disordered.—Old Mine: The 40, west of the winze, west of Sank Bank shaft, on Trueman's lode, is 2 feet wide, and worth 25l. per fm. The 40 east of the winze, west of Sand Bank shaft, on Trueman's lode, is 4 feet wide, and worth 12l. per fm. We have had no change for the last week in the 115 cross-cut, driving north of Wolf's shaft to intersect Trueman's lode. Sand Bank shaft, sinking below the 40, on Trueman's lode, is small and poor at present. We have had no change for the last week in the cross-cut driving south, east of Bounder's shaft, to intersect the south part of the main lode. The winze sinking below the 194, east of Date's cross-cut, and east of Bounder's shaft, on the south part of the main lode, is 4 feet wide, and worth about 25l. per fm. The 194 driving east of Date's cross-cut, and east of Bounder's shaft, on the south part of the main lode, is 6 inches wide, and worth 10l. per fm. The 164, east of Silvester's cross-cut, and east of Bounder's shaft, on the south part of the main lode, is 6 in. wide, and worth about 8l. per fm. I have suspended the driving of the 194 through the lode west of Trelawny's shaft in consequence of the lode being poor; and I have also suspended the 100, at Wheal Metal, on Schneider's lode, for the same reason. We have dropped the lift in Bounder's shaft 18 fms. below the 248, and expect to have the water in fork to bottom of the lift by Wednesday next, so that we may drop the lift again; the water is now in fork to the bottom of the 260. All the machinery is working well, with the exception of Bounder's whim, where we are cleansing and repairing the boiler; I had to send to Hayle last night for two men to repair it. I expect shortly to commence to put in the road in Bounder's shaft for two skips; until this is completed we shall not be able to work the bottom of the mine to the best advantage.

— T. Gill, March 23: I have put 30 men in Bounder shaft to complete the cutting of the ground as quick as possible, for I fear we shall not be in time for the skip-roads against the water is in fork to the bottom; no time shall be lost night or day until this shaft is completed, for we cannot do anything in the bottom of the mine without it, which you are aware of. Trueman's lode in the 40, west of Sand Bank shaft, is looking very well driving east of the winze. We shall have to fix a plunger-lift in Cresse's and one in Trelawny's shaft, before we shall have the bottom of the mine in good course of working. My attention at present is taken up in driving everything to the very point at Bounder shaft; this work must be done as quick as possible, so that we shall be able to increase our returns. The water in Bounder shaft is in fork 3 fms. 1 ft. below the 260; we have 2 fms. 3 ft. to fork to the bottom of the drop-lift, and expect to have it in fork so that we may drop again on Thursday. The shaft is looking very sound, and everything is working very well.

— March 24: The water this morning, at five o'clock, was in fork within 1 foot of the bottom of the drop-lift; we shall drop again to-day. I am now about to start the wagons with the tin for sale. Everything working well.

— March 25: We dropped in Bounder shaft yesterday 3 fms. 5 ft.; this drop will bring us down near the 274 fm. level; after this level is drained we shall not be long before we drain the water to the bottom.

HAWKMOOR.—Jas. Richards, March 22: The lode in the 60, east of the shaft, is 2½ ft. wide, and produces good work for copper ore on the south part of the lode, and appears to be opening out wider. The 60, west of the shaft, has been driven 3 fms., and the lode is of a very promising character. We have nine men driving the end at West Hawkmoor; ground at present hard.

HINGSTON DOWN CONSOLS.—W. Richards, March 24: The lode at Morris's shaft is 6 ft. wide, and will produce 4 tons of good ore per fathom for the length of the shaft (12 feet). In the 100, west of shaft, the lode produces good stones of ore, and promises to improve. Doidge's winze is without change. The lode in the 75 is very large, although not so orey as last reported. In the 65 the lode is very large, and will yield from 2 to 3 tons of ore per fm.

HOLMBUSH.—In the 145 west the cross-cut driving south is continued, and will most probably be so to intersect the south copper branch; there will be about 5 fms. or 6 fms. more to drive. In the 145 south, on the lead lode, in driving the cross-cut east through the lode, we find the lode much improved, producing good stones of silver-lead. The eastern wall of the lode is not yet discovered. In the 160, east of Diagonal, the lode has been partly taken down; so far as seen it will produce from 1 to 2 tons of ore per fm.; the stopes in back of this level, east of Lemon's winze, will yield 1¼ ton of ore per fm. The stopes west of Lemon's winze will yield 1 ton of ore per fm. In driving south-west of the great cross-course, in the 160, a fair progress is being made; this lode will most probably be intersected in a few days. We have already driven through a branch of yellow ore. In the 132 south, on the lead lode, the lode continues to look well, producing some good silver-lead ore. In the 145 west, on the flap-jack lode, the lode is producing a little ore, of good quality, but not enough to value. There is no alteration in any other place of operations.

KELLY BRAY.—S. James, March 23: The lode in the 135 east is 1½ feet wide composed of quartz, mundic, and spots of ore. The lode in back of the 85 west is 1¼ ft. wide, and more compact than it has been for the last 2 fms. in rising, now producing good stones of ore, and ground easy for exploring. The lode in the 45 west is 2 ft. wide, and will yield 2¼ tons of ore per fm., worth 8l. 10s. per ton; the lode in the stopes in back of same level is worth 18l. per fm.: the cross-cut driving south in this level is progressing satisfactorily, but no lode discovered. The pitches generally throughout the mine are yielding about the same quantity of ore as they have for some time past.—Eastern Mine: Watson's engine-shaft has been sunk 8 fms. 3 ft. below the 40 in favourable killas. The cross-cut has been driven north 16 fms. 2 ft. through the same favourable strata, the same as we have had for some time previous. February ore, which was sold on March 18, realised 576l., including carriage, and we hope to sample about 120 tons for March of about the same quality.

LADY BERTHA.—Jas. Metherell, March 24: Moyle's engine-shaft is down about 3 fms. under the 30, the ground in which is very good for sinking; set at 18l. 18s. per fm., to be carried 12 ft. long and 6 ft. wide. In the 30, and east of the cross-cut, we have driven in the ore about 10 ft., where the lode has turned out about 10 tons of ore. The lode now in the end is not quite so good, worth full 4 tons per fm. In the western end, in the same level, the lode is more compact, about 2 ft. wide, and producing occasional spots of ore. In the 20 west we have taken down about 9 ft. of the lode, which I consider has yielded full 4 tons of ore; the leading part of the lode in the end is 1 ft. wide, worth about ½ ton per fm.; this is a very common occurrence in this mine, the ore being in splices; therefore, the next piece of lode taken down may be as good as the last. Hooper's stopes, in back of the same level, will at present produce about 2 tons of ore per fm. The lode in the 20 east is 2 ft. wide, yielding good stones of ore, but not enough to value. I have stopped the stopes west of Burn's rise, the lode having failed, and put the men to stope east of the rise, where no lode as yet has been taken down. I intend to sink about 4 ft. more at Moyle's shaft, where we shall fix a drawing lift, to enable us to go down to a 40 fm. level.

NANTEOS AND PENRHIW.—H. Boundy, March 22: Since my last report we have stopped the winze sinking below the 30, it now being deep enough for the level driving under it. Set the 20 to drive east of Penrhiw by four men, at 8l. per fm.; the lode in this end is 3 ft. wide, composed of spar and mundic, with a small portion of lead ore, but not to value. To stope the rise in back of this level by two men, at 2l. 10s. per fm.; the lode yields 7 cwts. of ore per fm. The cross-cut at Bowlesgwyn by two men, at 4l. 15s. per fm. The 10, driving west, continues to yield about 7 cwts. of ore per fm. The stopes throughout the mine are much the same as for some time past, with the exception of the stope in high back, which we holed to surface this morning. The weather is now very fine, and we are pushing on in our dressing department with all possible speed.

NEW CROW HILL.—March 20: The stopes in the back of the 15 are producing blende and lead ore as usual. We have set to six men to cut winze plat, timber, and secure the shaft, and sink a winze 10 fms. below the 55 on the course of the lode, for 52l. 10s., which will prove the lode to that depth at a trifling cost. We have about 200l. worth of blende and lead in course of preparation for market.

NORTH BASSET.—T. Glanville, March 23: Friday last being our setting-day, the following bargains were set:—The 102 to drive west of Lyle's shaft, by six men, at 6l. 10s. per fm.; lode 2 ft. wide, producing stones of ore. The 82 to drive west of Lyle's shaft, by six men, at 16l. per fm.; lode 2 ft. wide, producing 1 ton of ore per fm. Grace's shaft to sink under the 72, by nine men, at 30l. per fm.; lode producing 2 tons of ore per fm. The 72 to drive west of Grace's shaft, by four men, at 13l. per fathom; lode unproductive. The 62 to drive west of Grace's shaft, by four men, at 11l. per fm.; lode unproductive. The 62 cross-cut to drive north of Grace's, by eight men, at 6l. per fm. The 72 cross-cut to drive south of Grace's shaft, by four men, at 14l. per fm. The 52 to drive west of Grace's shaft, on the south lode, by four men, at 5l. per fm.; lode unproductive. The 52 to drive west of Grace's shaft, on the north lode, by four men, at 10l. 10s. per fm.; lode producing stones of ore. The 52 to drive east of the cross-cut on the flat lode, by four men, at 10l. per fm.; lode unproductive. The 42 to drive west of the western shaft, by four men, at 8l. 10s. per fm.; lode producing stones of ore. The 42 cross-cut to drive south of the western shaft, by four men, at 11l. per fm. The rise in the back of the 42, on the flat lode, by six men, at 11l. 10s. per fm. The western shaft to sink under the 30, by six men, at 9l. per fm. The 52 to drive east of the cross-cut on the tin lode, by two men, at 10l. per tm. The 72 cross-cut to drive north of Miner's shaft, by four men, at 6l. 10s. per fm. Our sampling to-morrow will be about 300 tons of copper.

NORTH BULLER.—T. Glanville, March 20: We have to-day cut the capsis of the lode at the bottom of Louisa engine-shaft, which is discharging a large stream of water. I shall be enabled to inform you of its character in a few days. No lode has yet been intersected in the 80 cross-cut.

NORTH FRANCES.—P. Hosking, March 20: The lode in the 48, east of Eales's shaft, is 4½ ft. wide, a promising lode, with the same appearance as last week. Eales's shaftmen have not been sinking for the past week, they are putting in the skip-road, which will be completed this month. The lode in the 40, west of Eales's, is 1 ft. wide; it has a better appearance than last week. The lode in the 36 west is 2 ft. wide, and is looking more promising. There is no other change. We shall sample about 24 tons of ore next Wednesday.

NORTH TAVY.—R. Williams, March 26: The 20 end west, driving at 70s. per fm., produces good tinstuff. The surface works are progressing very satisfactorily. The stamps are going day and night, on tinstuff of good quality.

NORTH WHEAL ROBERT.—J. Richards, March 23: In the 62 west there is no alteration. In the 52 west the lode is composed of congenial spar, capel, mundic, and full 1 ton of rich ore per fathom. In the 42 west the lode is a good course of ore, worth 3 tons of ore per fathom. In the 30 west the lode is become smaller (2 ft. wide), and for the present is unproductive. This drivage is suspended to admit of a winze being sunk in the bottom thereof; the winze is down 3 feet, and is in a good course of ore, worth for the length carrying (9 feet) 4 tons per fathom. In the rise in the back of the 30 west the lode is worth for the length of rise (12 feet) 2 tons per fathom.—Trial Shaft: In the 33 east the lode is small and unproductive. During the past week a pare of men have been engaged in stoping to the east of the boundary winze, where the lode is worth 2 tons of ore per fathom. There is no alteration in any other part of the mine.

OKEL TOR.—W. B. Collom: The improvement on the copper lode in the 30 east continues; the end is driving entirely on the lode, which is composed of ore and mundic; its size has not yet been ascertained. The lead lode, in the 30 south, is 5 feet wide, of quartz and prian, a very promising lode. The different pitches in the 30, 35, and 20 have improved. In the 65 another part of the lead lode has been cut, 1½ ft. wide, composed of lead, prian, and soft spar. The engineers are fixing crusher, which will enable us to sample in April month.

OLD TOLGUS UNITED.—G. Reynolds, March 23: The lode at the shaft is without change to notice. The lode going west in the 32 is 1 ft. wide, and has a promising appearance, producing mundic and copper ore, but not enough to value; much water is flowing from the end, and I look forward to an improvement at this point soon. The ground in the cross-cut is still favourable for driving, and the killas very congenial for mineral. At present everything presents a promising appearance for intersecting a good lode, which I consider is the champion lode in all the sett; should we intersect the same productive, we could then work it to the present depth without the cost of any more machinery.

PEDN-AN-DREA.—Capts. Carpenter, Delbridge, and Thomas, March 20: The 90 cross-cut, driving north on the cross-course, is still yielding a little copper ore; there are good indications of the lode being near; the ground is very hard, price 14l. 10s. per fm., and letting out more water than usual. In the 60 west, on the engine lode, the lode is fully 18 in. wide, with good stones of copper ore and a little tin, ground more favourable—set at 9l. per fm., for 1 fm. Cobbler's shaft is down to the 47 fm. level, and set to drive east 2 fms., at 2l. 15s. per fm.; that being done, and a plat cut, we shall resume sinking again; the lode is large, producing saving stuff for tin.

PEMBROKE AND EAST CRINNIS.—J. Dale, G. T. Trewren, March 23: In the 162 cross-cut, south from Reid's shaft, the ground continues much the same as for some time past. In the 112 end, east of Smith's shaft, the lode will produce 1½ ton of ore per fm., of fair quality. In the 112 end west the lode will produce from 1 ton to 1½ ton of ore per fathom; in the stope in back of the same level the lode is worth 1½ ton of ore per fm. In the 100 end, east of Smith's shaft, the lode is worth full 2 tons of ore per fm.; in the stopes in back of the same level the lode will produce from 2 to 3 tons of ore per fm. In the stopes in back of the 90 the lode on an average will produce about 1½ ton of ore per fm. Smith's shaftmen are progressing favourably. Ground driven during the week ending March 23:—The 162 cross-cut south, 4½ ft.—ground highly mineralised; the 112 end east, 4½ ft.; the 112 end west, 5 ft.; and the 100 end east 4 ft.

PENHALDARVA.—T. Hodge, March 24: The engine-shaft is down to the 20; the lode at this point has a less underlay than a few fathoms above, and producing stones of lead on the western part. The shaftmen are now engaged cross-cutting the lode, which we expect to see the eastern part of by the end of this week. The 10 north will produce ½ ton of lead per fm. In the 10 south we have a leader on the eastern part about 1 ft. wide, producing a little lead to save: we shall now cross-cut the lode to know its value. The stopes will produce 16 cwts. of lead per fm. We have holed Vigus's winze, which has thrown a good ventilation into the 10. The adit south is much the same as last reported.—P.S. You are aware that we have cut the lode at South Penhaldarva; it is full 16 ft. wide, composed of gossan, crystallised quartz, and prian, and presents a most promising appearance for so shallow a depth.

POLBREEN.—March 20: We have made little progress at Doreas's shaft since my report of Saturday. There has not been much of the lode taken down, but what has been is not so good as it was then. It has changed its underlie from south to north, which has made it spare and troublesome for sinking in. The cross-course is nearly all the size of the shaft; the leading part of it is close to the west end of the shaft, and is nearly 3 ft. wide; and there other parts of it reaching to the east end of it. We may fairly say that it is a broil of the lode in the cross-course; and being nearly all spar, and the lode hard in the midst of it, makes it very spare. Last week we had a floor of killas in the bottom of the shaft, which we thought would have helped us on a little, but it soon disappeared. On Monday the men will begin to cut down the lode that we left standing on the north side of the shaft in the bottom of the 22, in order to bring the lift further north, to save carrying down so much ground to the south of the lode. The cross-course is gaining west in going down a little; so we shall lose the principal part of it soon: last month it was a help to us in sinking, it being loose, but now it is very much against. After cutting the ground at the top of the shaft, and putting back the lift, which will take until Wednesday next, we shall take down a large piece of lode in the bottom of the shaft. I have no doubt but that the lode will take its regular underlie again to the south; it is only disturbed at this point by the cross-course. The lode has not been taken down in the 22 east since my last. The lode in the western winze, in bottom of the 22, is not so good as last week; it is still large—2 ft. wide, and very kindly, with some good stones of tin: I estimate it to be worth from 3l. to 4l. per fm.; the ground is better, now set at 4l. 10s. per fm. The lode in the eastern winze is about 8 or 9 in. wide, pretty good: we have sunk 2 fms.; the first fathom yielded 4 tons of work that produced 4 cwts. of black tin; the second fathom 4 tons, which is not yet assayed, but we estimate it worth 5 cwts. of black tin, and ground better; last price was 5l. 10s. per fm.; I have now set it at 3l. 10s. There has not been any lode taken down in the 22 west for the week. I stated last week that I would let you know how much tin we had. I have just locked through it as well as I can, and find from 5 to 6 tons at the stamps and 2 tons at the mine, in-

sides from 4 to 5 tons of the best work in the house, which can soon be brought into ore; making together about 12 tons, and nothing stoped in the backs at Dorcas's yet.

PROVIDENCE.—A. Anthony, March 24: The lode in the 75, east of Higg's shaft, is 3½ ft. wide, worth 35l. per fathom. The bunch of tin stoping north, in back of the 75, is 4 ft. wide, and worth 130l. per fathom; the stope under this pitch is 5 ft. wide, worth 70l. per fathom. The cross lode stoping in the back of the 75 east is 6 ft. wide, worth 70l. per fathom. The lode stoping in the bottom of the 65 east is 3 ft. wide, worth 50l. per fathom. The lode in bottom of the 65, east of Comfort lode, on a limb of the Carbona, is 2 ft. wide, worth 8l. per fathom. The stope in bottom of the old Carbona is 2 ft. wide, worth 8l. per fathom. The lode at Dunstan's shaft is 2 ft. wide, worth 4l. per fm. The lode in the 35, east of Dunstan's shaft, is 2 feet wide, worth 3l. per fathom. The lode in the 24, east of ditto, is 2 feet wide, worth 4l. per fm.

QUEEN OF DART.—P. Hawke, March 24: Since my report of the 16th a communication has been effected in the 20 east direct to Boundry shaft. The men are now engaged in cutting plat at the aforesaid shaft and level, and are progressing with those works very satisfactorily. The Boundry shaftmen have been likewise engaged in planking down the shaft from the 10 to the 20, taking out penthou e in the 10, and refixing it in the 20, &c. We are to-day hauling through the Boundry shaft from the 20 with the drawing-machine. You will perceive also the hands have engaged about the various work as here described; therefore, nothing has been done towards opening out the lode in either point. I attempted to re-set the shaft to-day, in order to resume sinking, but the men refused the prices offered them. In consequence, I have to select a new pare at the earliest opportunity. The facilities afforded by means of communicating the 20 east with Boundry shaft enables me to dispense with the labourers that were engaged in hauling the stuff from the shaft. I have since placed two miners and two boys in their stead, to work No. 1 stope in back of the 20; the lode here is 2 ft. wide, with a leader of copper ore on the south wall 9 in. wide, worth at present 3 tons of copper ore per fm., of an improved quality. The machinery is in complete working order.

RESPRYN.—W. Tregay, March 25: The sinking of the engine-shaft is progressing favourably. The bottom ends are turning out their usual quantity of ore. Most of the tributers' takes are out to-morrow, when they will be offered their pitches for another two months' take; those with whom the take is not out are making fair wages.

ROSEWALL HILL AND RANSOM UNITED.—P. Roach, March 24: Since the 17th inst. we have cleared up about 9 feet of the engine-shaft, taken down some disordered ground, and secured the side of the shaft to the present bottom; cleared about 5 fms. of adit, but this is done by two men only, all the other forces being employed elsewhere. There is a good number of hands employed in the preparation of the elte for the steam-stamps; the work is of such a nature that I cannot describe it in a satisfactory manner—suffice to say, great proficiency is making in this department. It is hoped that in a few days the steam-whim will be working, which will be of great advantage in getting down with the shaft.

ROSEWARNE CONSOLS.—W. Hollow, March 18: The engine-shaft is now about 10 feet under the 20; the shaftmen are fixing a lift, &c., preparatory to sinking it below this level; the lode at this shaft is 2 ft. wide, and orey throughout. I think from appearances it will soon change its underlay, or become more perpendicular, should this take place my opinion is it will become more valuable. The 20 is 10 fms. east of the shaft; in this driving the lode has varied in size from 1 to 2 ft., and in the present end it seems to have gone south; they are driving in that direction to prove this: 7 fms. east of the shaft there is a winze south from the 10, here the lode is 2 ft. wide, but it is better seen in the ends of this winze than in the back of this level, in consequence of the timber, and can be taken away for about 5s. or 6s. in 1l. This level is driven west of the shaft 8 fms.; in this driving the lode maintains its character, although at present it is not so productive in the end as it was nearer the shaft. The 10 is driven east 20 fms., and west 16 fms., in this level; the lode has been productive throughout, in fact, the copper ore sold has been principally from this level. The north tin lode (which is, properly speaking, an elvan course) I find from the agent is 17 fms. wide, with branches going from north to south through it; this I could not see in consequence of the water being in. Looking at the tinstuff at surface it seems to be of fair quality. This elvan course, or tin lode as it is called, is about 50 f ms. north of the lode on which the engine-shaft is sunk, and underlies south at an angle of 45° toward the copper lode, which, of course, will form a junction in depth, and from which good results may be anticipated. In driving the adit north towards the engine shaft, there is a tin-bearing branch out, in which there is tin of good quality, and also a copper lode, on which they are driving east; at present it is 18 in. wide, composed of prian, spar, and copper, and has a very promising appearance. The sett of the mine is well situated in the midst of one of the best mining districts in the west of Cornwall; it is very extensive, and contains many lodes; those already opened on are of a very promising character. The engine lode is very promising, and, I think, will be a productive one in sinking, and the copper lode last cut in the adit is equally promising as the engine lode, and may prove equally as productive. It is rather a rare occurrence for so much ore to be discovered in so little time and in so shallow a mine, as has been the case here; should the mine continue opening so favourable as at present, and I think it will, it will soon pay cost. On the whole, I think you have a good property, which will be highly remunerative.

— J. Richards, March 20: Our shaftmen are busily engaged this week fixing the plunger-lift to the 20, which is now completed, with the exception of fixing the ladder road at the shaft, which I hope will be done in a day or two, and we shall then resume sinking the engine-shaft with all speed. We have done but very little in either of the bottom levels this week, the men being engaged at the capstan. The stopes both east and west of the winze are worth 7l. per fathom for copper. All other places without alteration since last report.

ROUND HILL.—J. Knesbone: The lode in the 52, south of the new engine-shaft, is 2 ft. 6 in. wide, with spots of ore in it, but not to value. The lode in the 40, south of new engine-shaft, is 1 ft. wide, carrying a little ore, but poor. No. 1 stope, below the 30, south of Matthews's winze, will at present yield 2 tons of ore per fathom. The pitch in the back of the 40, north of Betton's winze, is improved within the last fortnight. The other pitches are much as usual.

SORTRIDGE CONSOLS.—J. Richards, March 25: Hitchins's engine-shaft is being sunk below the 74, in easy ground for progress; the lode is 2 feet wide, and yields stones of ore occasionally. At Hitchins's engine-shaft, in the 74 east, the lode is disordered by slidy ground, and is unproductive. In the 74 west the lode is 2 ft. wide, composed chiefly of quartz and mundic. In the rise in the back of the 62 west the lode is 2½ ft. wide, composed of mundic, quartz, prian, and a little ore. In taking down the lode in the 62 east it proves to be large—3, 4, and 5 ft. wide, composed of capel, quartz, mundic, and in places ore worth 1 ton per fm. In the 50 west, and west of the cross-course, the driving is in a northerly direction; the ground is easy of progress, but no lode has yet been met with. The lode in the stopes both in the bottom and back of the 50 east is worth 3 tons of ore per fm. The lode in the 40 west is 2 ft. wide, composed chiefly of quartz, with a little mundic.

SOUTH CARN BREA.—Thos. Glanville, March 23: In the 58, driving east of the flat-rod shaft, the lode is 10 ft. wide, worth for tin 20l. per fm. In the 68, driving east of the flat-rod shaft, the lode is yielding 1½ ton of copper ore per fm. There is no alteration to report on in the other parts of the mine. Our sampling to-morrow will be about 40 tons of copper ore.

SOUTH CLIFFORD UNITED.—The lodes are looking very kindly; No. 6 east is 3 ft. wide, composed of mundic, soft spar, and gossan, spotted with ore; the same lode west is 1½ ft. wide, the same character, with an improving appearance. No. 3 east is 2 ft. wide, gossan and prian, spotted with ore; the same west is 2 ft. wide, a beautiful gossan, with black and yellow ore. At Trehaddle, there is a great deal of water coming from the south, where it is supposed the lode will be shortly intersected.

SOUTH CRENVER.—J. Delbridge, E. Chegwin, March 22: At Gore's shaft, sinking below the 74, the lode is 1½ ft. wide, worth 1½ ton of copper ore per fm. The 74 east produces good stones of ore. The 84 east is worth 2 tons of ore per fathom; the stopes here are worth 2 tons per fm. In the 105 west the lode is small and unproductive. The 94 west is worth 2 tons. The 84 west is worth 1 ton per fm. The 84 rise is in tribute ground. We have about 4½ fms. to rise to communicate to the 74; from present appearances this piece of ground will yield a large quantity of ore; as soon as this is done we shall set the ground on tribute, and resume driving the 84 and 74 ends at once. The 74 west is worth 1½ ton per fathom. The 34 west is in tribute ground. We sample, on Tuesday next, about 99 tons of copper ore.

SOUTH DOLCOATH AND CARNARTHEN CONSOLS.—W. Roberts, March 23: Nothing new to report.

SOUTH LADY BERTHA.—Wm. Goss, March 25: On the south lode, 7 fathoms below the adit level, the lode continues its size and character, producing excellent work for copper ore; in shoding 200 fathoms further south we have some splendid specimens of copper ore, with some stones of tin; of the latter I shall say more in my next report. I have received instructions from the committee to erect a water-wheel and other appendages at once, so as to put the mine to work with vigour, and fork the water to the 40, when we may rely on making good returns of copper ore. The necessary buildings are erected on the mine, and many tons of copper ore of good quality at the surface; and having water power for all purposes the mine can be very economically worked, and I hope profitably for all concerned.

SOUTH WHEAL TOLGUS.—March 20: Youren's Lode: The lode in the 110 west of Michell's shaft, is 15 in. wide, yielding 1⅛ ton of ore per fm. The lode in the 100, west of Michell's shaft, is 20 in. wide, yielding 2 tons of ore per fm. The two stopes in the back of the 100 west are yielding about 1¼ ton of ore per fm. each, and the lode in the winze sinking in the bottom of the 100 is 2 ft. wide, yielding from 3½ to 4 tons per fm. The lode in the 90, west of Michell's shaft, is 10 in. wide, unproductive. In stripping down on the branch at the point of the horse eastward, and about 38 fms. behind the present end of the above-named level, it is 9 in. wide, consisting of peach, spar, and ore, and kindly in appearance, but we are not certain yet if it will prove to be the same lode that we are stoping in the back of the 100. The two stopes in the back of the 90, west from Michell's shaft, are yielding 3 tons of ore per fm. each. The lode in 78, west of Michell's shaft, is 16 in. wide, yielding 2½ tons of ore per fm.; and the stope in the back of the same level is yielding 2 tons of ore per fm. The ground in the 78 cross-cut, south from Michell's, is without any alteration to notice since last reported. We have put the men that were driving north at the 78 to drive east on a branch or lode that we have intersected, which is about 1 foot wide, consisting of peach and mundic.—South Lode: In the 110, east from Michell's shaft, the lode is 5 ft. wide, consisting of peach, mundic, and spar, with stones of copper and tin ores, and underlying south; the air in this end is very bad, and we have suspended it for the present, and have put the men to run up a rise on the cross-course for as speedy a ventilation as possible, and they are to carry up the end of the lode with them. The lode in the 100, east of Michell's shaft, is 18 in. wide, unproductive. The lode in the winze sinking in the bottom of the 90 east is small and unproductive. The lode in the 90 east has not been taken down since last reported. The lode in the winze sinking in the bottom of the 78, east from Michell's shaft, is 1 ft. wide, producing stones of ore. We having a great deal of water to contend with in the winze, and the end under is 10 fms. behind it; we have suspended it for the present, and have put the men to stope in the back of the 90 from the end of the winze, 15 fms. behind the end.—South Braneh: We have intersected the cross-course in the 10, west of Morcom's shaft, and have suspended the end. In the 20 and the 30, west of Morcom's shaft, we think we have intersected a limb of the cross-course. We hope to get Michell's sumpmen in course of sinking Michell's engine-shaft below the 110 against our setting day (this day fortnight) if all be well.

ST. AUSTELL CONSOLS.—R. H. Williams, March 20: In the 35 fm. level the lode continues to produce well, and we are making good progress in opening out more stopes on it. The 25 is opening out some good tin ground, and is looking promising to yield immense quantities of tin. The mine is looking better throughout the eastern part than for some time past. Yesterday we sent to Par, to be sampled, about 100l. worth of copper. Nothing new in the 15 fm. level on the copper lode.

SUNNYSIDE.—J. T. Bell, March 13: We are proceeding with the third contract of 100 fms. in the adit, the present price being 40s. per fm.; the ground is rather wet, but nothing to impede the progress of working. In order to secure the south Beck from any danger of crushing, I have contracted with a person to sink it to the sound part, to crib and wall it perfectly a depth of 8 fms., besides clearing out the timber, stopping, and making a perfect job, for 5l.

TAMAR SILVER-LEAD.—Thos. Foot, March 24: The ground at the engine-shaft still continues favourable for sinking, and will be down 10 fms. under the 215 by the end of this week. The lode in the 215 south, since last reported on, is 3½ ft. wide, and will yield 6 cwts. of lead per fm. There are three stopes working in the back of this level, producing as follows:—No. 1, 5 cwts.; No. 2, 6 cwts.; No. 3, 9 cwts. of lead per fm. The lode in the 205 south is 3 ft. wide, composed of capel, horn-spar, and lead, and will produce 35 cwts. of rich lead per fm.; in this level north since my last report we have intersected a slide, which has disordered the lode for the present, but are of opinion in a few feet more the lode will become regular, and be of its former value. The stopes in back of this level, eight in number, will produce as follows:—No. 1, 10 cwts.; No. 2, 7 cwts.; No. 3, 12 cwts.; No. 4, 15 cwts.; No. 5, 8 cwts.; No. 6, 9 cwts.; No. 7, 13 cwts.; and No. 8, 14 cwts. of lead per fm. The lode in the 190 south is 1½ ft. wide, producing 9 cwts. of lead per fm. The stopes working in back of this level will yield 7 cwts. of lead per fm.

TOLVADDEN.—G. G. Bennett, F. Gundry, March 23: The engine-shaft is sunk 8 fms. below the 10; ground still continues favourable for sinking. The 10, east of the engine-shaft, is driven 33 fms. at present; we are cross-cutting the lode, which is a saving lode for ore. The 10 west is communicated with the new whim-shaft. We are now casing down the shaft, in order to get our kibbles to draw from bottom. Our stopes and pitches are all looking well.

TRELOWETH.—T. Richards, March 23: In the 50 fm. level west the lode is large, but not containing more ore. The ground in the cross-cut is a little harder, say at present 3l. 17s. We have sampled 90 tons of copper ore to-day, which I think will realise 600l. The 5s. pitch in back of the 60 continues good, as well as the 70 back, set at 6s. 6d. In the bottom of the 70, west of Woodfall's shaft, they have sunk 6 ft. on a lode 7 ft. wide, and worth 30l. per fm. The quantity of water will prevent them sinking very deep without a lift of pumps; but, of course, we shall not go to that expense without giving it a better trial. At present the sink is 3 fathoms long, which contains black and grey ore; and if they sink 6 ft. deeper with the force-pump we shall know better how to act. From the pitch they have sampled to-day 7 tons of ore. The lode in the back of the 130 pitch is much improved, and I calculate to raise from 15 to 20 tons by the next two months' sampling. There is no improvement in the other pitches.

TREMOOR CONSOLS.—H. B. Grose, March 23: In cutting down the shaft we have discovered a branch in the footwall, from 3 to 4 in. wide, composed of carbonate of copper, malachite, and yellow copper ore of high percentage; this branch will, according to its present underlie, intersect the lode about 9 feet below the present bottom of the shaft, where I have no doubt a great improvement will be the result. The shaft will be completed to the bottom by Saturday next, when we shall commence to sink on the course of the lode as fast as possible.

TREWEATHA.—G. Richards, W. Rowe, March 24: The engine-shaft is now down 14 fms. below the 70 fm. level. The 70 end north is worth 3l. per fm. The 50 north is at present poor. The winze in the bottom of this level is hoied to the 60 fm. level. The rise in the back of the 70 south is worth 2l. per fm. The stopes are producing much as usual. We sold two parcels of ore on the 10th inst.—No. 1, to Messrs. Sims, Willyams, and Co., at 27l. 8s.; and No. 2, to Messrs. Mitchell and Son, at 14l. per ton.

UNITED MINES (Tavistock).—J. M. Champion, March 24: We have taken down the lode in the 36, east from the engine-shaft; the lode in the end is worth 30l. per fm. for tin; We shall again drive by the side of the lode a few fms., after which we shall take it down, as it will save the tin much cleaner. The pitches in the back of the 36, east from the engine-shaft, are not so productive for tin as we approach the 28, but still good saving work. The ground in the engine-shaft is favourable for sinking, and the men will get fair wages at this price—16l. per fm. We have this past week repaired the water-stamps, which will be a little against our stamping the owners' ore for the sampling, but every effort will be made to stamp as much as we possibly can. All the machinery is working very well.

VALE OF TOWY.—S. Harper, T. Harvey, March 23: At Clay's engine-shaft, we have not quite finished cutting cistern plat, but shall in the course of a day or two, when we shall commence cutting bearer holes, &c. The 60 fm. level, north of said shaft, is much the same as last reported on. In No. 2 winze, in the bottom of the 50, north of Clay's shaft, the lode is 4 ft. wide, producing 8 cwts. of lead per fm., with a very promising appearance for further improvement. In No. 1 stope, in the back of this level, north of said shaft, the lode is 3½ ft. wide, producing 15 cwts. of lead per fm. In No. 2 stope, in the back of the said level, the lode is 4 ft. wide, producing 7 cwts. of lead per fm. We have in the past week resumed sinking Bonville's shaft below the 50 fm. level, where the lode is 3 ft. wide, producing 25 cwts. of lead per fm. for the whole length of the shaft—a fine looking lode. In No. 1 stope, north of the said shaft, in the back of the said level, the lode is 4 ft. wide, producing 30 cwts. of lead per fm. In No. 1 stope, south of said shaft, the lode is 4 ft. wide, producing 1¼ ton of lead per fm. In the 50 fm. level, north of said shaft, the lode is 3 ft. wide, producing 1 ton of lead per fm. In the 40, north of said shaft, the lode is 3½ feet wide, producing 12 cwts. of lead per fm. In No. 1 winze, sinking below the 40, north of said shaft, the lode is 2½ ft. wide, producing 6 cwts. of lead per fm. In the 50, south of Field's shaft, the lode is large, with a very promising appearance, but at present unproductive. In the 40, south of said shaft, the lode is 2 ft. wide, producing 12 cwts. of lead per fm.—a fine looking lode. In the 30, south of said shaft, the lode is 1½ ft. wide, with a more promising appearance than we have seen for some time, and we hope ere long to have a good lode here. All other parts of the mine are much the same as for time past. The men throughout the mine are working well.

WEST ALFRED CONSOLS.—S. Lean, R. Stevens, March 23: The sumpmen are sinking the flat-rod shaft below the 95, also cutting ground for bearers and cistern. The lode in the 95, east of said shaft, is 4 feet wide; we have cut a large vugh here, which is letting out a great deal of water, and on the whole the lode assumes a more favourable appearance for ore than for some fathoms driving, the ground is also more favourable, and we hope shortly to get under the ore ground gone down in the level above. The ground in the north cross-cut, on the cross-course, in this level is favourable for driving, and congenial for copper; price per fathom 4l. The lode in the 85 east is 2 feet wide, containing some good ore, but not sufficient to value. The lode in No. 5 winze, sinking below this level, is large, and very promising, worth 10l. per fathom. The lode in the 75 west is 3½ ft. wide, composed of spar, mundic, and stones of ore. The lode in the 55, west of No. 1 winze, is 18 in. wide, with a leader of good ore on the south wall; driving at 5l. per fathom. The ground in the north cross-cut in this level is still favourable; driving at 4l. 10s. per fathom. The new shaft on Jaquemot's lode is sunk 5 fathoms below the surface; we have much pleasure in being enabled to report favourably on it; we have cut into it 18 in. at the bottom of the shaft, and it contains splendid gossan, prian, tin, and stones impregnated with yellow and black ores. We have set to sink 5 fathoms below its present depth, at 20s. per fm. This lode is on the back of an elvan, and the north wall is a beautiful and congenial killas. We have commenced removing the earth with a view of enlarging our engine pool, which when done will give us some four or five hours additional power daily for drawing and crushing purposes. We have this day sent by the express steamer a few stones of gossan, and others impregnated with yellow and black copper, as specimens from Jaquemot's lode.

— S. Lean, March 24: We have this day a good stone of ore coming into the 95 east, very similar to the ore in the 85 over this place; we have full 2 fms. further to drive to get under the winze sinking below that level; and before we reach that point we doubt not the lode will greatly improve.

WEST WHEAL JANE.—J. Tonkin, J. Tregoning, March 19: The engine-shaft is now sunk about 15 fms. below the 50 fm. level; the ground during the past month, and at present, is much harder for sinking than it has been for the last six months; it is now a hard rock of compact quartz; present price, 46l. per fm., by nine men. In the 50 east, on the north lode, the lode is 5 ft. wide, letting out a great quantity of water, and producing a little tin. In the 50 west, on the north lode, the lode is 6 ft. wide, producing a little mundic, and raving work for tin. In the 50 west, on the north part of the main lode, the lode at present is small, and not of much value. In the 50 west, on the main lode, the lode is 2 feet wide, producing stones of tin. Our tin tribute pitches we expect for the next two months will produce about the same amount of tin as they have for the last two months. We shall sample on the 30th about 900 sacks, or 130 tons of tinstuff. Our mundic pitches are producing about 100 tons per month, and we expect about the same amount to be raised per month for the next two months. We have now about 20 tons of mundic on the mine. Our engine and pitwork are in good working order.

WEST WHEAL PROVIDENCE.—J. Thomas, March 24: The boundary engine-shaft is sunk 6 fms. 3 ft. below the 110, and the ground more favourable, sinking by eight men and four boys at 26l. per fm. In the 110, driving west of Michell's shaft, the branch is large, but at present a little disordered, worth now about 7l. per fm. for tin and copper, driving by six men, at 4l. 10s. per fm. On Saturday we set to four men to rise in the back of this level at 4l. per fm., worth 8l. per fm. for tin. The winze sinking below the 100, west of Michell's shaft, is opening tribute ground, and likely to improve, judging from the rise in the back of the 110, sinking by four men, at 7l. per fm. In the rise in the back of this level, west of St. Aubyn's shaft, the lode is disordered and poor, set to six men, at 8l. per fm. The winze sinking below the 90, west of Hawkin's shaft, is poor, set to six men, at 9l. 10s. per fm.; we expect to communicate this winze with the rise in the back of the 100 in a few days. The end on the south branch at this level, driving east of the cross-cut, west of Hawkins's shaft, is opening tribute ground, set to two men, at 4l. 10s. per fm.; this branch is of a more promising character than any south branch before seen in the mine. We have now engaged four men 17 fms. further east to drive south, and expect to reach it by driving 3 fms.; if it proves good at this point we shall soon lay open profitable ground, and shall at once cross-cut and intersect it at the 100.

WEST WHEAL TREVELYAN.—J. D. Osborn, B. Gundry, March 20: Carter's shaft is sunk 13 fms. 3 ft. from surface; the ground at present is a most favourable, kindly-looking, blue killas as can be seen; every little branch or floor of spar we meet with contains rich spots of ore. We hope in another month to communicate this shaft with the adit level. The cross-cut is driven towards Carter's shaft 20 fms. 2 ft., ground still favourable. The little water-wheel erected is drawing the top water nicely.

WHEAL AGAR.—Wm. Roberts, March 23: The following bargains were set on Friday last:—The 70 to drive west of the engine-shaft, by six men, at 9l. per fm.; lode 1 ft. wide, unproductive. The 60, west of ditto, by four men, at 5l. 10s. per fm.; the lode small. The 60 cross-cut north, by four men, at 2l. 10s. per fm.; producing stones of good ore. The same level south, by four men, at 3l. per fm. The 50, east of Windstow shaft, by six men, at 8l. 10s. per fm.; lode 3 ft. wide, producing 2 tons of ore per fm. A winze to sink under the 40, by four men, at 5l. 10s. per fm. We are also preparing to sink the engine-shaft under the 70, by twelve men.

WHEAL ARTHUR.—T. Carpenter, March 22: Old Lode: There is no improvement in the 50 and 40 west. Perry's stope, in back of the deep adit level west, is yielding stones of copper ore, ground being still hard. The 50 cross-cut south is progressing in light killas ground.—North Lode: The flat-rod shaft is down nearly 9 fms. below the 20. The lode in the 10 west is unproductive. The pitches are the same as last week, except Dormer's, in bottom of the deep adit west, which is worth 15l. per fm.—Eastern Mine: The 20 east, on old lode, will be all cleared in a few days, and driving will be commenced next week. The adit level west, on north lode, is driven 10 ft.; lode worth about 1 ton of copper ore per fm.

WHEAL EDWARD.—M. H. East, March 20: North Lode: The lode in No. 1 stope, in back of the 71 east, is worth 16l. per fm.; and No. 2, 15l. per fm. The lode in the 62 west is worth 9l. per fm.; and the stope in back of the level, 11l. per fm. The lode in the 52 west is opening out larger; it is now from 1½ to 2 ft. wide, containing spots of ore, and has a promising appearance.—South Lode: The lode at the engine-shaft continues to improve as we sink. I will state its value in my report for the general meeting; also, all points which are not mentioned in consequence of the lode not being taken down. Our sampling on Friday next will probably be from 180 to 200 tons of ore.

WHEAL EMMA.—Wm. Goldsworthy, March 25: The engine-shaft is now down 9 feet under the 46, the depth for bearers and cistern. The flookan still holds its regular course. In the 46 no lode has been taken down since last reported. The 34 is without change. The 22 is still in a large and kindly lode, producing quartz, prian, mundic, stones of yellow ore, and malleable copper, full 5 to 6 feet wide. We have weighed off this day at Totnes December and January ore, respectively 50 tons 4 cwts. and 41 tons 9 cwts.

WHEAL EMMA EXTENSION.—W. Goldsworthy, March 25: There is no alteration to notice since last report.

WHEAL EXMOUTH.—J. Hampton, W. Skewis, J. Nicholls, March 24: The lode in the 60 north is from 3 to 5 feet wide, of the most promising character; the water is issuing freely from the end, and is increasing daily. The rise in back of the 60 is up 16 fms., and the ground is very congenial for mineral. The cross-cut west of the 40 north is not yet through the quartzose lode, which is very wet and hard. The cross-cut east has not yet intersected any lode; the pitches in the back of this level are at present producing from ¼ to ⅓ ton of ore per fathom. The 30 north is worth ¼ ton of ore per fathom, with every prospect of an early improvement. The winze in the bottom of this level is worth ⅓ ton of ore per fm. The 30 north, on the western lode, is at present looking kindlier than for some time past, and producing saving work. The ground in the cross-cut west of this level is good, but the lode is not yet discovered. The 30 south is poor at present; the pitches in the back of the 30 are looking pretty well. The 20 north is at present producing some saving work, and the ground improved for driving. The rise in back of the 20 south is up 8 fathoms, in favourable ground. The 10 south is somewhat disordered, but the change appears to be only temporary, as the end has passed through a leady lode for several fathoms in length. The cross-cut driving east from the rise in back of adit is in mineralised ground. The pitches in the upper part of the mine are rather improved.

WHEAL GRENVILLE.—G. R. Odgers, March 20: In the eastern end in the 66, the lode, as I stated last week, is in two branches; the south one is to-day full 18 in. wide, with quartz and gossan, and producing excellent stones of ore—in fact, it is what we may fairly term a very kindly lode; the north branch is about 12 in. wide, chiefly of quartz; the horse of granite between the two branches is about 2 ft. wide, and which is very compact, consequently I look forward to an improvement in this end shortly. In the western end, in the same level, we have done nothing on the north branch since my advice on Thursday last, but the south one is 14 in. wide, of a very congenial spar, a little prian and gossan, and which is alive for ore; this is also a kindly lode. In the course of next week I intend to strip down a piece of ground for the barrow road around the shaft, that there be no delay in commencing to sink on the following week. I have material alterations to mention to-day in either end in the 54, or in the rise above that level.

WHEAL HARRIETT.—S. Williams, March 20: We have driven on the lode in the 90 cross-cut south 6 ft.; in the east end the lode is 1½ ft. wide, producing 1 ton of copper ore per fm.; we have 6 ft. further to drive this end to communicate with the winze sinking below the 74, which I hope will be completed next week, when I would advise driving west on the lode with all speed with six men, as it is more promising in this direction, and I have not the least doubt as we get from the influence of the cross-course we shall have a great improvement. The lode in the 74 end east is 2 ft. wide, worth 3 tons of copper ore per fm. The lode in the stope east of the winze, below the 50 fm. level, is producing 2¼ tons of ore per fm. The stope east of the winze, below the 65 fm. level, is producing 2 tons per fm. The stope west of the winze, below the 65 fm. level, is worth 3 tons per fm.

WHEAL HENDER.—J. Trewren, March 24: The lode at the engine-shaft is 2½ ft. wide, composed of soft clay, mundic, and spar, with spots of ore; the ground very congenial for mineral and favourable for sinking. The lode in the end, driving east on the main lode, is 2 ft. wide, poor at present, but very pretty killas on each side of the lode. Nothing new in the adit driving east on Rosewarne lode.

WHEAL JULIAN.—R. Williams, March 25: I have to report that a discovery of some importance has been made at this mine. We have for some time been driving a cross-cut south to intersect the lode known to exist there, and on which the ancients operated extensively; and yesterday we cut into it for 18 in., for which width it is of very rich quality for tin; but there is still more lode to the south of us, judging from the quantity of water coming in that direction. In the course of another week I shall be able to give more particulars, but, so far as seen, it is of importance.

WHEAL KITTY (St. Agnes).—M. Edwards, T. Nicholas, March 20: The engine-shaft is now down 7 fms. 4 feet below the 82; no change has yet taken place in the ground, it therefore continues much the same as before stated. The lode in the 82, driving west, is still 18 in. wide, and worth 15l. per fm.; in the same level east it is 2 ft. wide, and worth 13l. per fm. In the 72 west the lode is 3 feet wide, and worth 15l. per fm.; in the same level east it is 2 feet wide, and worth 13l. per fm. In the 62 west the lode is large and promising, being 5 feet wide, and worth 18l. per fm. At Sunny Corner shaft the lode has greatly improved in the 54, driving east of this shaft, being at present 2½ feet wide, and worth 16l. per fm., and we hope this level will open up some productive tribute ground. In the middle level west we have commenced driving against a winze formerly sunk in the 44 above this place, and expect to communicate it in about a month more. Holgate's shaft is now down 8 fms. below the 75; the lode is still 6 feet wide, and worth 30l. per fm. In the 75 east the lode is 3 feet wide, and worth 10l. per fm.; in the same level west it is 2 feet wide, and worth 6l. per fm. In the 65, driving west, the lode is 2 feet wide, and worth 8l. per fm. In the 54 west the lode is 2½ feet wide, and worth 10l. per fm. The stopes and pitches continue to yield about the usual amount.

WHEAL MARGERY.—J. Tregoning, March 24: The lode in the American shaft is 2 ft. wide, worth 10l. per fm. for copper. The 70 east and west is still unproductive. In the 60 east the lode is 2 ft. wide, worth 12l. per fm.; in the 60 west the lode is 3 ft. wide, worth 16l. per fm. In the 50 west the lode is 2 feet wide, worth 4l. per fm. In the 20 west the lode is 3 feet wide, worth 18l. per fm. No. 4 winze east 1 holed to the 60, the lode is 2 feet wide, worth 6l. per fm. In No. 3 winze west th lode is 2½ ft. wide, worth 10l. per fm. At Wellesley's engine-shaft the lode is 2 fee wide, worth 25l. per fm, The tributers throughout the mine are getting fair wages

WHEAL MARY ANN.—P. Clymo, H. Hodge, R. Knapp, March 25: Pollard's shaft is sunk 4 fms. under the 150; the cross-cut in this level is extended east 7 fms. towards the lode. The lode in the 140 north is 2 ft. wide, and worth 12l. per fm.; in the same level south it is 1½ ft. wide, and worth 10l. per fm.; in the 130 north it is 3 ft. wide, and worth 8l. per fm.; in the same level south it is 2½ ft. wide, and worth 12l. per fathom; in the 120 fm. level north it is 2 ft. wide, and worth 6l. per fathom; in the same level south it is 1 foot wide, and producing good stones of ore; in the 110 north it is 2½ ft. wide, and worth 10l. per fathom; in the same level south it is 2 ft. wide, and worth 8l. per fm. Clymo's engine-shaft is sunk 3 fms. 3 ft. under the 95. The stopes and pitches are producing much as usual. We sold yesterday, the 24th inst., two parcels of lead ore—No. 1, computed, 90 tons, to Mr. T. Somers, at 27l. 9s. 6d. per ton; and No. 2, to executors of Mr. J. T. Trefrey, at 10l. 4s. per ton.

WHEAL MARY EMMA.—W. Doble, March 24: The lode is looking well in the adit end east; I hope to have the shaft cleared up and stopes got in order for breaking tin from the back, and, if possible, from the bottom of the adit; we have a fine lode of tin going down. In the western stope there has not been any lode taken down for the week. We have laid open some valuable ground by clearing out the old workings. All our machinery, &c., is in good working order.

WHEAL SIDNEY.—W. Edwards, March 25: The lode in No. 5 level west is 3 ft. wide, and about equal in quality as last reported, since when we have cut the lode in No. 5 east, a little beyond the cross-course; it is about 18 in. wide, but not rich; we hope, however, it may improve as we get further east. The lode in the winze sinking in the bottom of No. 4 is about 2 ft. wide, composed principally of gossan, and giving some good work for tin. The lode in the winze sinking below No. 3 is 3 feet wide, giving some very rich stones of tin, the whole being stamping work. The prospects of the mine are at present highly encouraging for depth.

WHEAL TREBARVAH.—B. Gundry, F. Hosking, March 23: The flat-rod shaft is sunk about 8 fms. below the 60; the lode looks very promising, and is producing some good copper ore. The 60, west of flat-rod shaft, has produced in the last 6 feet driving about 2½ tons of copper ore, worth about 8l. per ton. The 60, west of engine-shaft, is at present unproductive. The 60, east of engine-shaft, is improved, producing about ¼ ton of ore per fathom. We are cutting more water in this end, and think it will be productive about the cross lode beyond us a few fms. We have put four men to clear up the bottom on Kelly's, sinking below the 20, west of flat-rod shaft, which we think is now dry, and where some very rich ore has been produced about the cross lode. We have sampled to-day 59 tons of copper ore.

WHEAL TRELAWNY.—W. Bryant, W. Jenkin, March 25: Smith's shaft is sunk 6 fms. 3 ft. below the 142. The lode in the 142, north of Smith's shaft, is 2½ feet wide, and worth 15l. per fm.; in the same level south it is 2 ft. wide, and worth 11l. per fm. In the 132 north it is 3 ft. wide, and worth 10l. per fm.; in the same level south it is 2 ft. wide, and worth 6l. per fm. Chippindale's shaft is sunk 4 fms. below the 120, the lode in which is 3 ft. wide, and worth 9l. per fm. The lode in the rise in the back of the 120 is 2 ft. wide, and worth 12l. per fm. The lode in the winze sinking below the 108 is 2 ft. wide, and worth 12l. per fm. The lode in the 108 north is 18 in. wide, and worth 5l. per fm.—South Mine: The lode in the 142, south of Trelawny's shaft, is 2 ft. wide, and worth 7l. per fm; in the same level north we are still driving by the side of the lode. In the 130 south the lode is 3 ft. wide, and worth 11l. per fm. In the 107 north the lode is 2 ft. wide, and worth 5l. per fm. The stopes and pitches are much as usual. We sold, on Saturday last, 80 tons of crop lead ore to Messrs. Sims, Willyams, and Co., at 24l. 4s. per ton, and 67 tons of second quality lead ore, to Messrs. R. Michell and Son, at 7l. 15s. 6d. per ton.

WHEAL TREMAYNE.—R. Williams, J. Williams, March 22: At the boundary engine-shaft, sinking under the 113, we have intersected the flookan in the eastern end of said shaft, which is sunk 6 fms. 3 ft. below the level. In the 113, east of Allen's shaft, on Allen's branches, the branches are improving in appearance, yielding good stones of tin and copper ore; the stopes in back of the same level, west of shaft, are yielding low-priced tinstuff; in the 103, east of the same shaft, on Allen's branch, the branch is yielding good tinstuff, worth 12l. per fm.; the stopes in back of same level are worth 16l. per fm.; the winze sinking in bottom of the same level, east of shaft, on Allen's branch, is worth 10l. per fm.; the stopes in bottom of the 73, east of the same shaft, on Allen's branches, are worth on an average 10l. per fm.

WHEAL TREVELYAN.—J. D. Osborn, B. Gundry, March 20: Watson's engine-shaft is sunk 7 fms. 3 ft. below the 50, ground clear of any hard floors of spar at present. We have not seen prettier killas ground in the shaft than at present, or what we should consider more congenial for copper ore in this district. The principal outlay in pumps, rods, &c., for sinking this lift has been made, so that the expense and time of sinking to the 60 will, we hope, be easy and expeditious. The cross-cut south from Watson's shaft, to cut Richards's tin lode, is at present in very hard floors of spar, which has much delayed our driving; it is now driven 16 fms. 1 ft. The 40 east, on Richards's tin lode, is in a lode 2 ft. wide, saving work for tin.

WHEAL UNION.—T. Glanville, March 23: There is no alteration of importance to notice since last week.

WHEAL UNITY.—J. Vivian, March 22: The flat-rod shaft is down about 8¼ fms. under the 40, where the lode is 2 ft. wide, very kindly in appearance, and worth from 10l. to 15l. per fm. The lode in the 40, west from flat-rod shaft, is 2½ ft. wide, and opening good tribute ground; in the same level, east from No. 1 shaft, the lode is 1½ ft. wide, kindly in appearance, and opening tribute ground. The lode in the 30, east from No. 2 shaft, is 2 ft. wide, composed of copper, gossan, and spar, and opening tribute ground. The lode in the 19, east of Maria engine-shaft, is 3 ft. wide, composed of copper ore, spar, and gossan, and very kindly in appearance. The lode in the 10, east of ditto, is 1 ft. wide, composed of gossan, spar, and peach.

WHEAL ZION.—J. T. Phillips: We have no improvement in the 30 west, on the north lode. The 65 west is still disordered by the cross-course, produc

as soon as the water is in fork to resume driving the 30 east and west, and make preparations to sink the shaft below that level. The water is now down to the back of the 17, and if all be well I expect to get it in fork by Thursday morning next.

SALE OF MINING SHARES.—On Thursday, Mr. T. P. Thomas submitted for sale, by auction, 104 forfeited shares in North Downs Mines. A number of gentlemen connected with the mining interest were in attendance, and a very spirited competition took place. The shares were put up in ten lots of ten each, and one of four, and realised from 19s. to 20s. 6d. per share.

LECTURES FOR WORKING MEN—CHEMISTRY.—The lecture, on Monday, by Prof. Hofmann, was on "Chlorine Gas." He observed, it differed in many respects from the other simple gases; it is transparent, and of a yellowish-green colour; its smell is very disagreeable, pungent, and suffocating, even when considerably diluted; it supports the combustion of many substances, and oil of turpentine when added to it takes fire spontaneously. It exists in Nature united with the metal sodium, as rock salt, of which it constitutes 60 per cent. Rock salt is abundant in certain districts; it occurs in Cheshire in England, in Poland, and in various parts in Hungary. Chlorine may be procured by heating the chloride of platinum, or that of gold, and as these metals have only a slight affinity for the gas it is easily disengaged. The methods being expensive are superseded by acting on the black oxide of manganese by hydrocnloric acid, one-half of the chlorine is given off as gas, while the other remains as chloride of manganese. Chlorine has the valuable and characteristic property of decomposing organic colouring matters, and is now extensively used for the purposes of bleaching. The lecturer then mentioned the old process of bleaching, whereby the fabric was exposed for several months to air, light, and moisture; the oxygen of the air combined with the carbon of the colouring matter to form carbonic acid, and the woody fibre remained unchanged. This result is now performed by the use of chlorine. It is supposed in this process that the water is decomposed by the affinity of chlorine for the hydrogen, and that of the colouring matter for the oxygen gas. In bleach-works the chlorine is used in the form of chloride of lime, and as this substance does not act as long as an acid is not introduced, manufacturers have been enabled to bring out ornamental patterns on calico, by printing with gum and tartaric acid, and subsequently immersing the cloth in a solution of bleaching powder. The compounds of chlorine with oxygen are numerous, the principal of which is chloric acid, now used in the manufacture of lucifer matches. Chlorine unites with hydrogen to form hydrochloric acid, better known as spirits of salt; this acid is of great use to the chemist, and is of considerable interest in the arts from the variety of its uses; it is a solvent for metals, and when mixed with nitric acid forms *aqua regia*, remarkable for its power of dissolving gold.

GOVERNMENT SCHOOL OF MINES.—In consequence of the continued indisposition of Mr. Henry, the lectures on Mineralogy have been suspended. It is anticipated that other arrangements will be made, so that the lectures will be delivered to the end of the term without intermission.

At the Mansion House, yesterday, Mr. R. Tredinnick again appeared to answer a summons issued by Mr. Arthur Robert Oliver. Mr. Bodkin, instructed by Messrs. Hoppe and Boyle, appeared for Mr. Oliver; Mr. Albert Turner on behalf of the assignees of the defendant's estate; Mr. Lewis for several shareholders; and Mr. Humphreys, jun., for Mr. Tredinnick. Mr. BODKIN, in opening the case, said the charge was under a recent Act of Parliament, which made it an offence for the manager of a public company to lay before the shareholders any false or fraudulent account, with a view to cheat and defraud them. In order to support that charge, it must be proved distinctly that the company was a public company within the meaning of the Act of Parliament, and that the account upon which the accusation arose was false, and intended and calculated to defraud the shareholders. Mr. Oliver had preferred the charge under the circumstances that had appeared in evidence, but he (Mr. Bodkin) could not help thinking, looking at the matter as a question of law, that it was open to considerable doubt—first, whether this was a public company; and, secondly, whether the document upon which the charge rested was a false and fraudulent document within the meaning of the Act. It was found that some shareholders had stated their belief that no fraud was intended. Under these circumstances, he (Mr. Bodkin) had recommended Mr. Oliver, unless his lordship advised that the case should be proceeded with upon public grounds, to withdraw the prosecution.

Mr. HUMPHREYS, in justice to the defendant, thought it right to say that there neither was, nor ever had been, any intention on the part of his client to deceive or defraud anybody. The defendant had merely published an account in strict accordance with the rules and regulations connected with the Cost-book Principle, and, had it been necessary, he (Mr. Humphreys) could have produced thousands of similar accounts given precisely in the same way, and almost word for word as the accounts which were produced at the shareholders' meeting.

The LORD MAYOR: That would not prove that they were correct.

Mr. HUMPHREYS said he had that morning seen a gentleman who was thoroughly conversant with mining matters in Cornwall, who had informed him that it was the universal practice in that county to keep accounts in the way that the defendant had kept his. Every Cornishman understood the accounts not to mean that they were payments which had actually been made, but liabilities which the company had incurred. He was in a position to bring purser, and other persons connected with mines in Cornwall, to show that the defendant had followed the regular custom and habit. Under the Cost-book Principle the liabilities were seen, and, if necessary, a call was made to provide for them, and they were defrayed when the call was paid up by the shareholders.

The LORD MAYOR: I do not at all agree with your observations with regard to the Cost-book System, because if that system were correct, the mere balance-sheet would be nothing, because the defendant here enters debts due as paid.

Mr. HUMPHREYS: He does not enter them as paid, but as costs.

The LORD MAYOR, in giving judgment, said he had looked through the Act of Parliament, and it was difficult to determine with certainty whether a mining company worked under the Cost-Book System was a public company within the meaning of the statute under which the summons was issued. It was distinguishable from joint-stock companies by the control exercised by the whole body of shareholders over the management. Upon reviewing most carefully the whole of the facts, his mind had been much relieved from the previous difficulty, for he did not think a jury would convict of an intent to defraud after a full consideration of all the circumstances. It must be remembered that the defendant had not only taken credit for two items in the general account which were not actually paid, but he had given credit also for one account which he had not actually received. Taking into consideration the transactions between all parties, and finding also an entry in the cash-book in the defendant's writing, that the two items were still unpaid, although charged as paid in the account, he felt called upon to dismiss the summons. His Lordship concluded by observing that it was a proper enquiry for public investigation.

The summons was then dismissed.

IRON IN HUNTINGDONSHIRE.—The eminently rural county of Hunts bids fair to become known for its minerals, ironstone having been discovered on the estate of the Marquis of Huntly, at Orton, near Peterborough. The ore was found near the surface, and in such quantities that about 40 tons were easily gathered. The bulk was sent for smelting to Wellington, which place is readily reached by the Great Northern Railway, and the result has proved most favourable as respects both quality and yield. Mining operations are expected shortly to commence, negotiations with that view being on foot, as Lord Huntly himself declines to prosecute the work.

COAL EXPORTS.—Messrs. Laird, of Liverpool, in their Monthly Statistics of the Coal Trade, state the total exports for January and February were 661,606 tons, showing a decrease as compared with January and February, 1857, of 25,240 tons. There were exported from the Northern ports 127,126 tons; from the Yorkshire ports, 11,933 tons; from Liverpool, 36,226 tons, from the Severn ports, 139,384 tons; and from the Scotch ports, 21,995 tons. The decrease in the exports was at the Northern and Yorkshire ports.

COLLIERS USING NAKED LIGHTS.—On Monday, at the Bury Petty Sessions, Henry Greenhalgh, James Taylor, and Charles Saxon, were charged with having on Feb. 27, at Messrs. Wild, Hague, and Co's colliery, Hopwood, used naked lights in a dangerous part of the mine. It was stated that an accident happened there some time ago, arising from a similar circumstance, and the masters were determined to endeavour to prevent a repetition of it by punishing any of their men who would not conform to their rules. The charge was fully proved against Taylor and Saxon, and they were each committed for six weeks. Against Greenhalgh, however, the case was not proved, and he was discharged.

EXCELLENT APPLICATION OF A COLLIERY PENALTY.—On Tuesday last, Mary Gee, widow of Peter Gee, who lost his life in Aug., 1857, at the Bredbury Colliery, near Stockport, by an explosion of fire-damp, received from the Secretary of State the sum of 10*l.*, the amount of a penalty paid by the owner, Mr. J. Jowett, for neglecting to give notice of the accident to Mr. Thomas Wynne, the Government Inspector of the districts. Colliery proprietors and managers are compelled by the Coal Mines Inspection Act to give notice of accidents when loss of life happens, and also in cases of any serious personal injury from explosions of fire-damp.

USE OF GAS IN A COAL PIT.—There is so much gas in one of the pits in the Aberdare Valley that the proprietor saves a considerable amount weekly in coal, as he does not require to burn any on the top of the pit to light the workmen at night, having contrived to convey the gas from the pit by means of a small tube to the top, where it is kept burning night and day; and by this means the workings are cleared of the obnoxious vapour.—*Merthyr Guardian.*

Mr. Ebenezer Rogers, F.G.S., is at present engaged in exploring for ironstone on the Right Hon. the Baroness Windsor's property at Rhydr, near the ancient city of Llandaff, and on the side of the Taff Vale and Penarth Harbour Railways. The surface indications, as well as the strata, being sunk through, are very promising; near Mayndy, adjoining the mines of Earl Talbot and Messrs. N. E. Vaughan, Benjamin Jones, and the Hon. Capt. Thurloe are about sinking an exploring shaft on a field of ironstone lately leased by them.—*Star of Gwent.*

IRON SHIPBUILDING.—The loss of the *Ava*, which occurred within a few miles off Trincomalee, is another proof of the defective construction of our ships. Had this vessel been built upon sound principles, her back would not have been broken, as here was unfortunately the case. This instance is merely a repetition of the *Birkenhead*, but fortunately in this instance it has occurred without loss of life. There is no question but that iron ships must for the purposes of speed and safety supersede vessels built of wood. We hear of projects of large vessels by Brunel, Morrison, Clare, and others. What ought now to be done, if monster vessels are to be brought into play, is to ascertain whose are the best, and which ought to be adopted. This is not a question between rival competitors, but one of national importance, and the sooner this problem is solved the better it will be for all parties. We have no favour or affection to any of these mammoth ship builders; we only wish the old Latin axiom to be applied to them—"Palmam qui meruit ferat."

RAILWAY TRAFFIC.—The Traffic Returns of the Railways in the United Kingdom for the week ending March 20, amounted to 390,020*l.*, and for the corresponding week of 1857 to 407,900*l.*, showing a decrease of 17,970*l.* The gross receipts of the eight railways having their termini in the metropolis amounted for the week ending as above to 158,272*l.*; and for the corresponding week of last year to 165,738*l.*, showing a decrease of 7466*l.*

The decrease on the Great Northern to 973*l.*; on the London and North-Western to 5464*l.*; on the London, Brighton, and South Coast to 120*l.*; on the London and South-Western to 762*l.*; and on the South-Eastern to 357*l.*: total, as above, 7676*l.* But from this must be deducted 97*l.*, the increase on the Eastern Counties; 88*l.* on the Great Western; and 25*l.* on the London and Blackwall: together 210*l.*, leaving the decrease as above, 7466*l.*

The receipts on the other lines in the United Kingdom amounted to 231,748*l.*, and for the corresponding period of 1857 to 242,252*l.*, showing a decrease of 10,504*l.* in the receipts of those lines, which, added to the decrease on the metropolitan lines, makes the total decrease 17,970*l.*, as compared with the corresponding week of 1857.

*** With this week's MINING JOURNAL we give a SUPPLEMENTAL SHEET, which contains—Electro-Magnetism as a Motive-Power; Geology of the South Australian Gold Fields; Geology and Mining—No. IV.; Cornish Mine Photographs—No. XXVII.; Statistics of the Mining Interest, by Mr. William H. Cuell,; Dartmoor—No. III.; Great Wheal Busy United Mining Company, and the Alliance Bank meetings; Production of Cast-Steel; Chemical Characteristics of Gold; Divisibility of the Electric Light; Separating Osmium-Iridium from Gold, &c., &c.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET, London, March 26, 1858.

COPPER.	£. s. d.
Copper wire ..... p. lb.	0 1 3½-1 4
ditto tubes ..... ,,	0 1 2 -1 3
Sheathing and bolts.. ,,	0 1 1 - —
Bottoms ..... ,,	0 1 1½- 1 2
Old (Exchange) ..... ,,	0 1 1½- —
Best selected.....p. ton	120 0 0- —
Tough cake ..... ,,	117 0 0- —
Tile ..... ,,	117 0 0- —
South American..... ,,	108 0 0-110 0 0

IRON.	per Ton.
Bars, Welsh, in London .	7 5 0- 7 10 0
Ditto, to arrive	7 0 0- —
Nail rods	8 0 0- —
,, Stafford. in London	8 7 6- 9 0 0
Bars ditto	8 10 0- 9 10 0
Hoops ditto	9 15 0-10 10 0
Sheets, single	10 0 0-10 10 0
Pig, No. 1, in Wales ...	3 15 0- 4 15 0
Refined metal, ditto.....	4 10 0- 5 5 0
Bars, common, ditto ...	6 5 0- 7 0 0
Ditto, railway, ditto ...	6 0 0- 6 15 0
Ditto, Swed. in Lon.....	13 10 0-14 10 0
In stock to arrive	— — —
Pig, No. 1, in Clyde ...	2 18 0- 2 19 0
Ditto, in Tyne and Tees.	2 19 6- 3 2 6
Ditto, forge	2 17 6- —
Staffordshire Forge Pig.	4 10 0- 5 0 0
Welsh Forge Pig	3 0 0- 3 5 0

LEAD.	
English Pig	22 10 0-23 0 0
Ditto sheet	23 10 0-24 0 0
Dittored lead.....	24 10 0-25 0 0
Ditto white.....	27 0 0-30 0 0
Ditto patent shot	26 10 0-27 0 0
Spanish, in bond	23 0 0- —
American.....	none.

BRASS.	Per lb.
Sheets	11d.-12d.
Wire.....	11¼d.-11¾d.
Tubes	14⅜d.- —

FOREIGN STEEL.	Per Ton.
Swedish, in kegs (rolled)	18 0 0- —
,, arrive (hammered)	21 10 0- —
Ditto, in faggots	23 0 0- —
English, Spring	18 0 0-23 0 0

QUICKSILVER	
.....p. lb.	0 2 0- —

SPELTER.	Per Ton.
Foreign	26 10 0-26 15 0
To arrive.....	27 0 0- —

ZINC.	
In sheets	33 0 0- —

TIN.	
English, blocks 117	0 0- —
Ditto, Bars (in barrels)	118 0 0- —
Ditto, Refined 120	0 0- —
Banca 112	0 0-114 0 0
Straits 110	0 0-112 0 0

TIN-PLATES.*	
IC Charcoal, 1st qua. p. bx.	1 13 0- 1 15 0
IX Ditto 1st quality ,,	1 19 0- 2 1 0
IC Ditto 2d quality ,,	1 11 0- 1 12 0
IX Ditto 2d quality ,,	1 17 0- 1 18 0
IC Coke ..... ,,	1 7 0- 1 8 0
IX Ditto ..... ,,	1 13 0- 1 14 0
Canada plates.....p. ton	15 0 0-15 5 0
In London; 20s. less at the works.	
Yellow Metal Sheathing ...p. lb.	11d —
Wetterstedt's Pat. Met.... p.cwt.	2 2 0
Indian Charcoal Pigs in London	— - 7 10 0

* At the works, 1s. to 1s. 6d. per box less.

CLEVELAND PIG-IRON.

Prices forwarded by the Cleveland Ironmasters' Association, March 24.

		Nett cash, free on board in the Tees.
Foundry Pig-Iron,	No. 1	62s. 6d. per ton.
,, ,,	Mixed Nos. (⅓ No. 1, ⅔ No. 3)	60s. 6d. ,,
,, ,,	No. 3	59s. 6d. ,,
Forge Pig-Iron,	No. 4 (Mottled White)	57s. 6d. ,,

REMARKS.—The very undecided tone of our market, and the great degree of uncertainty that exists as to the future course that metals are likely to pursue, materially influence buyers in their operations. During the past week transactions for the most part have been unimportant, and prices generally have assumed a downward tendency.

COPPER.—A limited amount of business only is doing in cake and manufactured, buyers holding off in anticipation of lower rates. Beyond actual requirements, which have been extremely small, nothing of consequence has transpired.

IRON.—The ironmasters are very slack of orders, and appearances are rather unsatisfactory; the dull state of the market causes prices to slightly give way, both in rails and merchant bars. Scotch pigs have slightly receded, mixed numbers having been sold at 55s. 6d., cash, at which the market closes on 'Change to-day; 54s. one month, 56s. 9d. three months.

LEAD.—But few contracts have been passed; prices are without alteration. For red lead there is a very fair demand; lowest price, 24*l.* 15s.—genuine quality.

SPELTER.—A very limited enquiry for this metal at former quotations. Zinc is now only 33*l.*

TIN.—On Tuesday the smelters of English announced a decline of 5*l.* per ton in the fixed price of blocks, bars, &c., and also fixing the old terms again of 2½ per cent. discount. In foreign there are very few buyers, and much lower prices have to be submitted to before sales can be effected. Banca has been offered at 112*l.*, but remains unsold. Straits of nominal value, 110*l.* per ton.

TIN-PLATES.—Makers have accepted lower rates; IC coke has been sold at 27s. to 28s.; IC charcoal, 32s. 6d. to 33s., and even at these prices there is no disposition to buy largely.

STEEL.—Swedish keg, hammered quality, has changed hands at 21*l.* per ton.

LIVERPOOL, MARCH 25.—There has been no alteration whatever in the tone of our market for manufactured iron since our last report; we have no improvement to notice, nor as yet does there appear to be any prospect of the activity and animation so much needed. The accounts received from America are, if anything, more favourable, but the real demand is absent; prices consequently tend downwards, and manufacturers have to follow the market, in order to obtain what few orders there may be in the hands of buyers. The same weakness of tone has been apparent in the market for Scotch pig-iron, and business has been limited; prices rule lower, and for the moment the appearances are in favour of a still further reduction rather than otherwise. There is a falling off in the shipments, the present week's total being only 6578 tons, against 8033 tons for the corresponding week of last year. A further reduction in the price of tin was announced on the 23d inst. to the extent of 5*l.* per ton, but as this fall was anticipated in some measure it has produced no result. Tin-plates have further receded in price, and the demand is but limited. Copper is nominally unaltered in value, but the market is weak, and the enquiry very light. In lead there is no change of moment.—P.S. Since the foregoing was written, a better feeling is observable as regards Scotch pig-iron, there being more disposition to buy. The following are the quotations:—Iron: Merchant bar, 6*l.* 12s. 6d. to 6*l.* 15s. per ton.—Tin: Common block, 117*l.* per ton; common bar, 118*l.*; refined block, 120*l.*—Tin-plates: Charcoal, IC, 32s. 6d. to 33s. per box; coke, IC, 26s. to 26s. 6d.—Lead: English sheet, 25*l.* per ton; English pig, 24*l.*—Copper: Cake and tile, 117*l.* per ton; best selected, 120*l.* per ton; sheathing and bolt, 1s. 1d. per lb.—Yellow metal sheathing, 11d. per lb.—Steel: Blistered, 30*l.* to 40*l.* per ton; spring, 18*l.* to 24*l.*; cast and shear, 50*l.* to 60*l.* per ton.

GLASGOW, MARCH 25.—The tendency of our market has been decidedly downwards since last report, but as there have been considerable buying orders the decline in price has been very gradual. A very large business has been transacted from 57s. 3d. down to 55s. 6d., the market closing rather firmer to-day, with buyers at the latter figure. No. 1 Gartsherrie is quoted 60s., the demand for that brand being very slack. The demand for shipment is by no means equal to expectations.

When we consider the large amount of money unemployed, and the stagnant state of commercial affairs generally, it is difficult to account for the continued dulness in the stock and share markets, offering so great a contrast as it does to the activity of two months ago. The MINING MARKET continues without any material change, nor will there be much doing until an impetus is given to speculation by one or two good discoveries. As it is, however, there are several mines holding out great promise, and of undoubted merits, either for speculation or investment, if there were more spirit to embark in them. Copper and tin are not so firm as we could wish to see them, but there is no fear of any serious fall, and as trade revives so will these metals. Lead is in good demand, and the mines having sold lately, such as Trelawny and Herodsfoot, have got an advance of 1*l.* 10s. to 2*l.* per ton on their ores, and shares in both mines more in request. The dividend mines, with few exceptions, are still but little dealt in, but South Frances was enquired for, and advanced to 240 to 250, when it became known that a verdict had been given in their favour, in the action against West Basset as to the disputed boundary. The ground in dispute is the richest part of the mine, and variously estimated at 10,000*l.* to 20,000*l.* The West Basset Company intend to appeal to a higher court, and there is a prospect still of much litigation for both mines. Basset, 210 to 220; Devon Great Consols, 470 to 480, ex div. of 7*l.* per share, declared yesterday. South Basset shares are flat at 8 to 9; Wheal Kitty (Lelant), 12½, sellers; Providence Mines, 72 to 75; Wheal Margaret, 48 to 50; West Basset, 24 to 25; North Basset, 14 to 15. East Russell shares were more in request early in the week, at 6½, having rather an upward tendency, but they became flatter, and leave off at 6⅜ to 6; the winze, which commenced worth 130*l.* per fm., has been sunk nearly 4 fms.; the bottom now worth 100*l.* to 120*l.* per fathom, and the water is so easy that some few fathoms deeper may be sunk without fear of much increase of it. Great Fortune shares have advanced from 3 to 6; there is a good discovery reported, worth 40*l.* per fm. for tin, on the Carnmeal lode, 95 fms. east of the engine-shaft. North Robert, 4¾ to 4⅞. East Alfred, 2 to 2½; the lode in the western end in the 15 fm. level is worth 14*l.* per fm. for copper, and driving at 3*l.* 10s. per fm. Trelawny shares have been in request at 24½ to 25½; the sale of ore realised the sum of 2456*l.* 18s. 6d., being a considerable increase in price for the best parcel of 80 tons, as well as the seconds of 67 tons. Herodsfoot, 7½ to 7¾, and in request; the ore has realised 155*l.* 1s. 5d., leaving a good profit. Ludcott, 1¼ to 1½; the mine is looking better. Alfred Consols, 12 to 12½; Great Alfred, 5 to 5½; Wheal Margery, 10½ to 10¾; Wheal Sidney, 1⅓ to 1⅔; Wheal Grenville, 29s. to 30s.; Cwmystwith, 200, ex div.; East Daren, 112½. Hingston Down, 5¼ to 6; this mine is promising well, and about the cheapest in the market to buy for a good rise in a few months. Rosewarne, 27½ to 30; South Tolgus, 150 to 155; East Trefusis flat, at 4 to 4½; Wheal Tremayne, 1 to 1¼; Lady Bertha, 1½; South Carn Brea, 5 to 5⅝. West Caradon, 112½ to 115; at the meeting no dividend was declared, but at the next a profit of 500*l.* will be shown, and a dividend probably of 2*l.* per share declared. Calstock Consols, 4½; East Basset, 95 to 96, still with little doing, though a further improvement has taken place in the winze sinking below the 60, on the south lode, and now down nearly 4 fms. East Gunnis Lake and South Bedford, 1¾ to 2¼; Craddock Moor, 38 to 40; Carn Brea, 50 to 55; Great Wheal Vor, 1¾ to 2; Trewetha, ¾ to 1; Redmoor, 6s. to 7s., and mine in request; Tamar Consols, 20s. to 21s., and a good demand for them; St. Day United, ¾; Dale Mine, 19s. to 21s.; Cwm Erfin, 8 to 10. Wheal Harriett shares have declined from 20s. to 17s. 6d. and 18s. 6d., and not so much doing; the lode lately cut in the 90 is worth 1 ton of good ore per fm., and as it is nearly 17 fms. behind the end, which is yielding 3 tons per fm. in the 70, a large quantity of good ore ground will be laid open. Vale of Towy, 24s. to 26s.; Sortridge Consols, 1½ to 1⅝. Wheal Edward shares have been flat, with several sellers during the week at 6¾ to 7, but they improved on Friday, and left off at 7 to 7¼. Great South Tolgus, 14½ to 15½; and on Thursday, when it became known the lode had been cut worth 100*l.* per fm., shares became in good request.

Having last week made some remarks upon the Share List issued from the Mining Exchange Subscription-room, which seems to have had the effect of extinguishing it altogether, we trust that in the arrangements for a new and correct list the dealers in the Stock Exchange will combine with parties out of doors, and so do away with the anomalous quotations which now exist. Complaints are not unfrequent, and correspondents this week call our attention to one or two instances of late, particularly South Frances and Great South Tolgus, as to the prices issued from the Stock Exchange, which, seeming to bear an official character, are more regarded by the public, and should be beyond the reach even of being questioned. We are aware that the very limited business done in mines on the Stock Exchange may render it difficult for its members to get correct daily prices, and for this reason representatives of both markets should meet and compare transactions. There are, it would appear, certain parties in the mining market who object to the publication of a daily list at all, but we are quite convinced that without it mining business will either become more and more limited, or be transferred to the Stock Exchange altogether. As a rule, we have invariably noticed, and have also frequently heard it remarked by others, that there has always been more business doing, more orders for shares on the part of the public, and a better feeling in the market altogether, when long lists, however incorrect, have been published; and this offers the strongest argument that we could adduce in favour of regular and correct quotations.

Mining Exchange Official List of transactions :—

MONDAY.—East Russell, 6¼, 6⅜, 6, 7, 6, 6⅜, 6½; Lady Bertha, 1⅛ to 1⅜; North Robert, 4⅜ to 4½; Redmoor, 6s. to 7s.; Sortridge Consols, 1⅜; Wheal Edward, 7⅛, 7¼, 7⅜, 7 1-3; Wheal Grenville, 29s., 30s., 32s.; Wheal Harriett, 19s., 20s., 19s. 6d.; Wheal Mary Ann, 42, 43, 44; Wheal Sidney, 1⅝; Linares, 9.

WEDNESDAY.—Alfred Consols, 11⅜ to 12½; Hingston Down, 5¼ to 6; East Wh. Russell, 6 to 6⅜; Kelly Bray, 1⅜ to 1⅞; Vale of Towy, 1¼ to 1⅜; Great Wheal Alfred, 5 to 5⅛; St. Day United, ¾ to ⅞; Wheal Edward, 7 to 7¼; Par Consols, 17⅛ to 18⅛; Great South Tolgus, 14 to 14⅛.

[For the days on which the Mining Exchange did not issue a list of prices, we have quoted them from Messrs. Watson and Cuell's "Circular."]

SATURDAY, MARCH 20.—The chief feature in the market to-day is a decline in Wheal Edward to 7⅛; East Russell, 6⅛ to 6⅜; Calstock Consols, 4⅛ to 4⅜; Harriett, 18s. to 20s.; Redmoor, 6s. to 7s.; Mary Ann, 42 to 43; Trelawny, 23⅜ to 24⅛; South Frances, 215 to 220, and in demand; Margery, 10⅜.

TUESDAY.—Shares flat to-day. Wheal Edward, 6⅞ to 7, sellers; East Russell, 6 to 6⅜; Wheal Harriett, 19s. to 20s.; Wheal Margory, 10⅛ to 10⅜; Alfred Consols, 12; South Frances, 220 to 240; East Basset, 95; North Robert, 4⅛ to 4⅜; Redmoor, 6s. 6d. to 7s. 6d.; Trelawny, 24⅛, buyers; Mary Ann, 42 to 42⅛, sellers; Grenville, 29s. to 30s.; West Caradon, 115; Tamar Consols, 1 to 1⅛; South Carn Brea, 5 to 5⅛; West Fowey, 8⅛ to 9⅛; Great Alfred, 5⅛ to 5⅜; Vale of Towy, 24s. to 25s.; Calstock Consols, 4⅛ to 4⅜.

THURSDAY.—No particular change to notice in the market. East Russell, 6 to 6⅛; Wheal Harriett, ¾ to 1; Redmoor, 6s. 6d. to 7s.; Grenville, 1⅛; Mary Ann, 41 to 42⅛; Trelawny, 24⅛; Great South Tolgus, 14½ to 15⅛, lode cut worth 100*l.* per fm.; Tremayne, 1⅛, buyers; Wheal Edward, 6⅞ to 7; Calstock Consols, 4⅛; East Alfred, 2 to 2⅛; East Gunnis Lake, 2 to 2⅛; Lady Bertha, 1⅛; Margery, 10⅛; North Robert, 4 to 4⅛; Tamar Consols, 19s. to 21s.; Treweatha, ⅞ to 1; West Caradon, 115; West Fowey, 8⅞ to 9⅛; Margaret, 47½ to 50; Trelawny, 24⅛ to 25.

FRIDAY.—East Russell flatter to-day at 5⅞ to 6; Edward firmer at 7; Tamar Consols, buyers at 20s. to 21s.; Great South Tolgus, 14⅛ to 15⅛; Harriett, ⅞; Redmoor, 6s. 6d. to 7s. 6d.; Grenville, 1⅛; Basset, 210 to 215; West Caradon, 110 to 112½; Trelawny, 25; Alfred Consols, 12 to 12⅛; Herodsfoot, 7⅛ to 7⅜; Mary Ann, 42 to 43; Vale of Towy, 24s. to 26s.; Margery, 10⅛.

On the Stock Exchange, the following business has been transacted :—

SATURDAY, MARCH 20.—South Carn Brea, 5; Vale of Towy, 1⅛.

MONDAY.—Great Wheal Alfred, 5⅛; Great Wheal Vor, 2; Par Consols, 19 to 19⅛, ex div.; Linares, 9¼ to 9⅜.——Transactions though not officially marked: Alfred Consols, 12 to 13; Par Consols, 18 to 19; Wheal Edward, 7 to 7⅛; East Rosewarne, 16s. to 17s.; Wheal Grenville, 28s. to 30s.; Carn Brea, 48 to 50; Providence Mines, 70 to 73; Wheal Sidney, 1⅜ to 1⅝; Dale Mines, 1 to 1⅛.

TUESDAY.—Alfred Consols, 12⅜; Wheal Edward, 7.——Transactions though not officially marked: Alfred Consols, 12 to 13; East Wheal Russell, 6⅛ to 6⅜; Hingston Down, 5⅜ to 6; Vale of Towy, 1¼ to 1⅜; St. Day United, ¾ to ⅞; Great South Tolgus, 13½ to 14⅜; Kelly Bray, 1⅜ to 1⅞; South Frances, 230 to 240; Dale Mines, 1 to 1⅛; Carn Brea, 47 to 49; Wheal Wrey, 4½ to 4⅝; Drake Walls, 1⅛; Wheal Sidney, 1⅜.

WEDNESDAY.—Par Consols, 18¾, ex div.; Wheal Mary Ann, 43½, ex div.; Marriquita, ⅞.

THURSDAY.—Alfred Consols, 12; Great South Tolgus, 13⅜ to 13⅝; Wh. Edward, 7.

FRIDAY.—British Iron, 4.

The following are the Government Returns of the exports of articles identified with mining, the produce and manufacture of Great Britain, for the month ending February 28, and also as compared with the corresponding month of 1857; extracted from the "Accounts relating to Trade and Navigation," published by the Board of Trade:—

DECLARED VALUE FOR THE MONTH ENDING FEBRUARY 28.

	1857.		1858.		Decrease.
Coals and culm	£191,541	.....	£203,873	...	—
Hardwares and cutlery.....	283,711	.....	188,699	...	£ 95,012
Machinery:—Steam-engines and parts.....	£104,068	...	£ 76,798		
Other sorts	141,800=	245,868...	130,160=	206,958 ...	38,910
Total	£721,120	.....	£599,620	...	£121,922
Less increase, coals					12,431
					£109,491
Metals:—	Balance	.....			
Iron—Pig	£ 86,309	...	£ 47,357		
Bar, bolt, and rod ...	443,072	...	260,687		
Wire.....	23,589	...	9,693		
Cast	62,438	...	53,773		
Wrought.....	258,511=	883,919 ...	157,537=	534,017 ...	349,902
Steel		58,008		28,584 ...	29,424
Copper—Unwrought	58,760	...	62,103		
Sheet, nails, &c.	133,643	...	122,710		
Wrought.....	26,735=	219,078 ...	66,459=	251,273 ...	
				7,483 ...	4,134
Brass		11,807			4,383
Lead, pig, sheet, &c.	32,992	...	28,169		
Ore, litharge, &c.....	12,490=	45,472 ...	12,320=	40,483 ...	
Tin, unwrought	19,305	...	16,926		
Tin-plates	135,585=	154,890 ...	80,502=	97,428 ...	57,462
Grand total	£2,094,094	.....	£1,553,852		£567,406
Less increase, copper					33,194
Balance					£535,212

At Truro Ticketing, on Thursday, 3528 tons of ore were sold, realising 21,035*l.* 8s. 6d. The particulars of the sale were—Average standard, 13*l.* 18s.; average produce, 6⅔; average price, 5*l.* 19s.; quantity of fine copper, 226 tons 5 cwts. The sale at Redruth, on Thursday next, will be 3604 tons.

At the Swansea Ticketing, on Tuesday, 1200 tons of ore were sold, realising 25,295*l.* 18*s.* Of this, 437 tons from Cobre fetched 7493*l.* 13*s.* 6*d.*; 171 tons Hamburg regulus, 7296*l.* 14*s.*; 124 tons Springbok, 3839*l.* 7*s.*; 90 tons Wheal Maria, 2340*l.* 12*s.*; 112 tons Great Barrier, 1657*l.* 6*s.* 6*d.*; 19 tons Seville, 267*l.* 3*s.*; 114 tons Berehaven, 1202*l.* 14*s.*; 65 tons Castillian, 635*l.* 10*s.*; 11 tons Peninsular, 77*l.*; 7 tons Bristol regulus, 147*l.*; and 50 tons Spanish, 338*l.* 18*s.*=25,295*l.* 18*s.*, as above. The particulars of the sale were—Average produce, 20¾; average price, 21*l.* 1*s.*; average standard, 111*l.* 10*s.* There were 121 tons of British, of which the average produce was 11¾; average price, 11*l.* 3*s.*; average standard, 115*l.* 8*s.* 6*d.*; and 1079 tons of foreign, of which the average produce was 21 15-16; average price, 22*l.* 4*s.*; average standard, 111*l.* 5*s.* One parcel of Wheal Maria ore (47 tons, realising 1229*l.* 1*s.*) was purchased for the Pocket Nook Company. The sale on April 6 will comprise—Berehaven ore, 482 tons; Knockmahon, 329 tons; Cuba, 210 tons; Del Soto, 133 tons; Namaqua (T. W. and Co.), 112 tons; and South Devon, 44 tons.

The following dividends have been declared during March:—

Mines.	Per share.		Amount.	
Devon Great Consols	£7	0 0	£7,168	0 0
Par Consols	0	10 0	3,200	0 0
Mary Ann	2	5 0	2,580	0 0
Isle of Man	1	0 0	2,560	0 0
South Frances	5	0 0	2,480	0 0
Buller	4	0 0	1,024	0 0
Vale of Towy	0	1 0	1,000	0 0
West Fowey Consols	0	2 6	800	0 0
Polberro	0	10 0	886	0 0
Cwmystwith	5	0 0	640	0 0
Bedford United	0	2 6	500	0 0
Cefn Cwm Brwyno	2	0 0	400	0 0
Craddock Moor	0	7 0	369	5 0
Copiapo	0	10 0	5,000	0 0
Total			£28,587	5 0

The directors of the Devonshire Great Consolidated Copper Mining Company, at their weekly board meeting, held yesterday, declared a dividend of 7168*l.*, being 7*l.* per share, arising out of profits from sales of copper ores sampled in the months of November and December last. After payment of the same, and 5000*l.* on account of the fine on renewal of the lease, &c., there remains in hand a balance of 20,450*l.* 3*s.* 5*d.* in cash, ore bills not at maturity, and reserved fund, applicable to the general purposes of the company.

At West Basset Mine meeting, on Wednesday (Mr. T. Bushell in the chair), the accounts showed—Balance last audit, 107*l.* 17*s.* 2*d.*; advance on tribute, 300*l.*; copper ore sold, Dec., 2607. 11*s.* 6*d.*; Jan., 2695*l.* 17*s.* 5*d.*=5712*l.* 6*s.* 1*d.*—Mine costs, merchants' bills, and sundries, Dec., 1588*l.* 17*s.* 8*d.*; Jan., 2647*l.* 2*s.* 3*d.*; advance on tribute, 350*l.*; on account of law costs, 600*l.*: leaving balance in favour of mine, 426*l.* 6*s.* 2*d.* This, added to the Feb. and March ore sold, gives a total of 8233*l.* 13*s.* 8*d.* Capt. W. Roberts reported that in the last two months the prospects of the mine have considerably improved. They calculated to sample on Wednesday about 640 tons of ore. A resolution was passed, indemnifying the boundary committee against all costs, expenses, and damages, which they may have incurred, or may incur, in respect of the legal proceedings.

At Fowey Consols meeting, the accounts showed—Balance last audit, 6204*l.* 9*s.* 5*d.*; copper ore sold, 10,816*l.* 15*s.* 7*d.*; nickel ore, 110*l.* 5*s.*; sundries, 468*l.* 16*s.* 2*d.*=17,490*l.* 6*s.* 2*d.*—Labour cost, Sept., Oct., Nov., Dec., 13,100*l.* 16*s.* 6*d.*: leaving balance in favour of mine, 4389*l.* 5*s.* 8*d.* The loss on the four months was 1764*l.* 19*s.* 9*d.*, arising from the low standard for the ores sold in that period.

At Wheal Wrey Consols Mine meeting, on Tuesday (Mr. Peter Clymo in the chair), the accounts showed—Balance from last audit, 947*l.* 2*s.* 1*d.*; ore sold, 3170*l.* 12*s.* 10*d.*=4117. 14*s.* 11*d.*—Mine costs and merchants' bills, Oct., Nov., and Dec., 3634*l.* 15*s.* 2*d.*: leaving balance in favour of adventurers, 482*l.* 19*s.* 9*d.* Capts. Peter Clymo, William Hancock, and Richard Roskilly reported that the engine-shaft was sunk 9½ fms. under the 64 in favourable ground, and, in their opinion, very congenial for lead, and they hope to intersect the lode at a 70 fm. level prior to the next meeting. The stopes and pitches are producing much as usual.

At Molland Mine meeting, on Wednesday (Col. J. T. Croft in the chair), the accounts showed—Balance last audit, 84*l.* 4*s.* 8*d.*; calls received, 447*l.* 2*s.*; ore sold, 2*l.* 8*s.* 10*d.*; interest, 5*s.*=556*l.* 0*s.* 6*d.*—Mine cost, Dec., 109*l.* 7*s.* 10*d.*; Jan., 93*l.* 16*s.* 11*d.*; February, 93*l.* 0*s.* 9*d.*; first moiety of engine, 115*l.*; loan and interest, 20*l.* 11*s.* 9*d.*; discounts on call, 11*l.* 2*s.* 8*d.*; merchants' bills, 51*l.* 8*s.* 7*d.*: leaving balance in favour of adventurers, 63*l.* 12*s.* Capt. Thos. Bennetts reported that they had now about 3 tons of ore at surface, besides 25 tons for sale at Swansea, which, according to an assay made, would produce 6¼ per cent. of copper. The engine answered very well. A resolution was passed to call a special meeting to alter the rules.

At Boiling Well Mining Company meeting, on Wednesday (Mr. Hallet in the chair), the accounts showed balance against adventurers, 44*l.* 4*s.* 6*d.* A call of 10*s.* per share was made, for the purpose of purchasing additional machinery, as the mine is now paying cost. The committee were re-elected, with the addition of Mr. Penniger, and the proceedings, which are detailed in another column, terminated with a vote of thanks to the Chairman, committee, and secretary.

At Carnyorth Mine meeting, on March 15, the accounts showed—Balance last audit, 598*l.* 10*s.* 10*d.*; labour cost, Oct., Nov., and Dec., 1763*l.* 11*s.* 3*d.*; merchants' bills, 349*l.* 0*s.* 2*d.*; coals, 91*l.* 7*s.*; lord's dues, 95*l.* 5*s.* 2*d.*=2897*l.* 14*s.* 5*d.*—Tin ore sold, 2285*l.* 5*s.* 6*d.*; sundries, 18*l.* 11*s.*: leaving balance against adventurers, 592*l.* 17*s.* 5*d.* The profit on the three months' working was 5*l.* 13*s.* 5*d.* A favourable opinion having been entertained of the application of the Spearne Consols adventurers to work from their levels a certain portion of Carnyorth ground, it was resolved to grant the same on payment of 1-10th in value in full, subject to arrangements as to limits, &c., to be agreed on by the agents of both mines. There were 23 pitches working, by 58 men and 20 boys.

At Swanpool Mine meeting, on Wednesday (Capt. Todd in the chair), the accounts showed—Balance last audit, 521*l.* 11*s.* 3*d.*; mine cost and merchants' bills, Dec. and Jan., 1112*l.* 0*s.* 5*d.*=1633*l.* 11*s.* 7*d.*—Ore sold, 112*l.* 15*s.* 10*d.*; calls received, 1021*l.* 19*s.*; leaving balance against adventurers, 49*l.* 16*s.* 9*d.* Capt. John Kitto reported that the machinery and surface operations were going on satisfactorily.

At Wendron Consols Mine meeting, on Tuesday, the accounts showed—Balance last audit, 178*l.* 15*s.* 5*d.*; Ore sold, 2979*l.* 16*s.*=3158*l.* 11*s.* 5*d.*—Mine cost and merchants' bills, Nov. to Jan. (lord's dues, 109*l.* 16*s.* 9*d.*), 2977*l.* 5*s.* 4*d.*: leaving balance in favour of adventurers, 181*l.* 6*s.* 1*d.* Capts. Wm. Bray, R. Jenkin, and W. Johns reported that they had 14 pitches, varying from 6*s.* to 13*s.* 4*d.* in 1*l.*

On Thursday and yesterday a trial was made, at Acton, of one of Boydell's traction engines, constructed for the East India Coal Company, and gave perfect satisfaction. A full description of the engine appeared in the Journal last week.

At the Lewis Mines meeting, on March 17, the accounts showed—Mine costs, Nov., Dec., and Jan., 2005*l.* 15*s.* 4*d.*; merchants' bills, 786*l.* 13*s.* 7*d.*; lord's dues, 58*l.* 14*s.*=2851*l.* 2*s.* 11*d.*—Balance last audit, 27*l.* 5*s.* 8*d.*; copper ore and black tin sold, and carriage, 2444*l.* 8*s.* 3*d.*: leaving a balance against the mine, 380*l.* 9*s.* Capts. Wm. Bishop and W. W. Martyn reported upon the position and prospects of the mine. The 110, on the south lode, is now worth 35*l.* per fm. The mine is looking well throughout. Last month's profit is estimated at 200*l.*

At South Wheal Tolgus meeting, on Tuesday, the accounts showed—Ores sold Dec. (less dues), 2788*l.* 10*s.* 5*d.*; balance last audit, 173*l.* 0*s.* 11*d.*; costs and merchants' bills for Jan., Feb., and March, 2435*l.* 8*s.* 9*d.*: leaving balance in favour of mine, 180*l.* 0*s.* 9*d.* It was resolved to subdivide the shares into 512, instead of 256 as heretofore.

At Stray Park meeting, on Tuesday, a call of 3*l.* per share was made.

At West Sharp Tor meeting, on Wednesday (Mr. W. A. Thomas in the chair), the accounts showed—Balance last audit, 7*l.* 3*s.* 11*d.*; calls received, 720*l.*=727*l.* 3*s.* 11*d.*—Mine costs and merchants' bills, November, 79*l.* 0*s.* 9*d.*; December, 279*l.* 18*s.* 10*d.*; January, 140*l.* 1*s.* 6*d.*; Feb., 139*l.* 12*s.* 10*d.*; sundries, 14*l.* 17*s.* 2*d.*: leaving balance in favour of mine, 73*l.* 12*s.* 10*d.* A call of 2*l.* per share was made. Captain W. Richards reports that they have three important changes in the bottom of the mine:—"The lode in the cross-cut in the 110 east, instead of being chiefly capels, and only a little quartz, as in the levels above, is principally quartz, of the right kind, with much more prian, mundic, and copper ore, which, in my opinion, will lead to good results if well prosecuted: the ground in the shaft and western end having changed, is also a very good feature; and the lode is going down at a less angle, which I believe to be more favourable; and I beg to add that my confidence in the ultimate success of the mine was never so strong as now, and I strenuously advise patience and perseverance."

Great Hewas United Mines have sold 18 tons 1 cwt. 12 lbs. of black tin, which realised 1253*l.* 19*s.* 8*d.*, leaving a profit after paying the costs.

The Tretoil Mines have sampled 65 tons of copper ore.

From Redmoor, Capt. T. Taylor reports that they have the dressing-floor about 4 tons of lead partly dressed, and that their machinery is working well.

At the St. John del Rey Mining Company meeting yesterday (Mr. J. D. Fowles in the chair), the accounts showed—Balance in favour of company, in England, 26,733*l.*; in Brazil, 14,359*l.* 1*s.* 5*d.*; reserved fund, 16,057*l.* 1*s.* 6*d.* A resolution was passed to adopt measures for registering the company under the Joint-Stock Companies Act, 1856-1857, with limited liability. There were four candidates for the vacant directorship, caused by the death of Mr. Hurry. Three demanded a ballot, and at the close, at five o'clock, the numbers were—for Mr. Keogh, 14; Mr. Richards, 13; Mr. Bosworth, 1. The poll will be resumed on Tuesday, and close at four o'clock. The proceedings, which are detailed in another column, terminated with a vote of thanks to the Chairman.

The New Grand Duchy of Baden Company have advices to March 22:—At the Schindler Mine we have now reached the bottom of the old shaft, which is 34 fms. 0 ft. 6 in. below the adit level; in the last few feet the shaft will average from 4 ft. to 5 ft. in width, with lode standing on both sides of it; there is also some lode standing on the south end about 5 feet above the bottom, which, as also that on the sides of the shaft, contains in places some good lead work. About a foot above the bottom a small level is driven 7 ft. south, on the orey part of the lode, which, in the bottom of the level, will average worth fully 20*l.* per fm. for silver-lead ore; the back and end are leady but not rich. We cannot yet examine the lode in the bottom of the shaft, on account of so much water and slime coming away from the northern old workings; these old workings are about the same width as the shaft, and we have commenced clearing it for the purpose of opening a plat, preparatory to fixing a lift in order to commence sinking on the course of the lode; we have cleared in about 12 ft. from the shaft, and find by a bar of iron that these workings are 2 ft. deeper than the bottom of the shaft, which I consider a good reason to expect that the old men had the best of the lode there. The clearing of this place, as also the other necessary jobs in order to get down to examine the old bottoms, will be got on with as fast as possible. At the Teufelsgrund Mine, the lode in Louise level is producing on the average 6 to 7 cwts. of ore per fm.; in Wilhelm's level it is producing 4 to 5 cwts. per fm.; and in Frederick's level it is producing about 6 cwts. per fm. We have now a full supply of water for the stamps from the melting of the snow, so that we are getting on well in returning halvans ore, which will be some help for our next campaign at the foundry—to be commenced in about a week from this time.

The Linares and Fortuna Mining Companies half-yearly meetings are called for Tuesday.

The Wildberg Mining Company have advices from Capt. Z. Walls to March 20.—The drivage west from the deep cross-cut is communicated to the drivage east from the No. 3 sink; the work from both sides has been pushed on during the month with great vigour. Carter's shaft is eased and divided, and the whim hauling from bottom. The cutting of the plat is nearly completed, and the cross-cuts both north and south will be started in the early part of next week. We have opened the old Wilhelm's stollen near the smelting works, which was driven by Baugenfield more than a hundred years since, for the purpose of cutting the lode which the present company intersected in cutting out the new flue for the aforesaid works. This stollen, or level, is now cleared for about 40 lachters, at the end of which it is all crushed together; but from the appearance of the stuff I think we have reached the hanging part of the lode, and hope to be able to send more particulars in my next report. The underground bargains generally throughout the mine are looking well, and I think our ore returns for the month will be equal to our estimate (170 tons).—Surface Work: The weather at present is very fine, and the greater part of the damage done by the late storm is again repaired; we are also very busy getting the stone from the quarry for building the new engine-house, which I hope will be started on Monday next.

The London and Virginia Gold Company have convened a meeting for Tuesday, at which will be presented a very full report of the property by Mr. Baker, jun., who has been sent out specially to inspect it, in order that the shareholders may determine whether additional capital shall be raised to carry out the works vigorously.

At the Professional Life Assurance Company meeting, on Wednesday (Mr. J. A. Durham in the chair), the directors in their report stated, that in the face of a monetary panic which threatened to be a national calamity, of numerous amalgamations among competing offices, and of a general depression in all commercial enterprises, they issued during the past year 548 policies, assuring the amount of 198,660*l.*, and producing a revenue of 6309*l.* 19*s.* 5*d.* The claims under life policies were against the company during the past year at home and abroad, 35 in number, and altogether amounted to 11,195*l.* Their business in Australia had greatly increased, a large connection has been secured, and at the same time every available precaution has been adopted to protect the interests of the company throughout the colony. The mutiny in India arrested the measures about to be adopted for extending the business in that empire, and they consequently remain in abeyance. The directors, in conclusion, would earnestly impress upon all those who are interested in the welfare of the association the importance of their hearty and unanimous co-operation in consolidating the position, and securing the success and prosperity of the company. The Chairman stated that the new business reported was beyond the average of what they had anticipated; and it could not be otherwise than gratifying, when they considered the money panic they had passed through, and the high prices and general depression of last year, that they had not only been able to hold their ground, but advanced their position in the estimation of the public. On the motion of Mr. E. G. Peacock, seconded by Mr. Coote, Mr. E. G. Winthorp, Mr. W. Wellington Cooper, and Mr. J. A. Durham, the retiring directors, were re-elected. Votes of thanks were given to the secretaries, managers, and agents, local and foreign, coupling with it the names of the Hon. Mr. Darrell, of Bermuda; Mr. Wood and his colleagues, of Melbourne; Mr. Bushell, of the Cape; and Messrs. Davis and Coote, for this country; and to the medical officers (Dr. Barker and Mr. Cooper), Mr. Jenkin Jones, the consulting actuary, and the chairman and directors, which having been acknowledged, the meeting separated.

In the Foreign Mine Market, during the week there has been extreme dulness, and the business done has been confined to a very few mines. Linares have been in demand at an advance over the previous week, consequent on the dividend which will be declared on Tuesday next, being the largest yet made; present price 9¼ to 9¾. Cobre have advanced 1*l.*, and left off 40 to 41. Copiapo, 14 to 15, with div. Pontgibaud enquired after, and rose 10*s.* per share, price 5½ to 6½. Those of the General Mining Association (Nova Scota) have also been in fair demand, at 18½ to 19; Fortuna, 1¾ to 2¼; Mariquita, ¾; United Mexican, 3¾ to 4¼. Other descriptions were nominal.

Our Sheffield correspondents (Messrs. F. E. and S. Smith) report an increased amount of business doing in mining shares. Brightside enquired for at the present quotations. Chapel Dale done at 3¼ prem., and in better demand. Eyam Mine is reported to be looking better than of late, and the shares have been done at 18; the committee expect to declare a 1*l.* dividend in a fortnight. Mill Town flat, and sellers at 4¼, without buyers. Mill Dam shares have been done at par, and more sellers at 1*s.* pm. New Midland, after being sellers this morning at 1¼ pm., have been bought at 28*s.* 6*d.* pm., and in considerable demand. North Derbyshire last done at 28*s.* 6*d.* per share, and further sellers at the price. Peak Forest quoted nominally at 1 to 2 pm.; Prince of Wales done at 2¾, and in demand. Stoney Way offered at ½ pm., without finding buyers. Wheal Mary Great Consols quoted nominally at ⅜ to 1½ per share.

Our Hull correspondents (Messrs. T. W. Flint and Co.) report that there is an improved feeling in the share market, but not sufficiently confirmed to induce the public to embark, notwithstanding the cheapness of money. Guaranteed shares continue in request, especially Hull and Selby, which meet with ready buyers at current rates.

It is with great regret we observe the name of Mr. T. P. Thomas in the *Gazette*. We are informed that this unfortunate circumstance has not been caused by any legitimate trade debts, but solely arises from the liabilities attached to some Welsh mines which he has allowed himself to be connected with. Mr. Thomas anticipates resuming business as soon as the incumbrances which now legally press upon him are removed. During the many years Mr. Thomas has been upon the mining market his upright conduct has gained the esteem of all with whom he has been connected, and the general hope is that his difficulties will prove only temporary.

NAYLOR'S DOUBLE-ACTING STEAM-HAMMER.—The chief feature in this invention is that the hammer is either single-acting or double-acting: the steam is either admitted below the piston only, the hammer falling by its own gravity; or any pressure of steam may be admitted above the piston also. It can be worked horizontally with great rapidity, and thus used as a rivetting machine; or it can be used in rivetting upwards. The momentum of the hammer gives the effect of the blow, and it matters little in what direction the hammer is moving, so that it moves fast enough. If there were two similar hammers employed on the same work, one double-acting and the other single acting, the former would be capable of striking so many more blows on the iron while it is hot as, perhaps, to finish the work at one heat, while the latter, from its slow motion, suffers the iron to cool before it does much execution upon it; and consequently not only is there a waste of fuel, and a great loss of time by the repeated heating of the iron, but the material also suffers by deterioration. A small hammer on this principle has been designed for rivetting, and is expected by Mr. Naylor to prove of great advantage in the present application of wrought-iron plates in the construction of bridges and ships, where heavy thick plates and large rivets have to be used, requiring the rapidity of stroke of hand-rivetting, combined with a much greater force of blow than can be given by hand, in order to get the rivets hammered down while retaining sufficient heat to prevent the fibres of the iron becoming crystallised under the action of the hammers.

LEAD ORES.

Sold on the 16th and 19th March.

Mines.	Tons.	Price per ton.	Purchasers.
Keswick	4	£18 10 0	Winder, Jones, & Co.
ditto	22	14 6 0	W. J. Cookson & Co.
Sold on the 20th March.			
Wheal Trelawny	80	24 4 0	Sims, Willyams, & Co.
ditto	67	7 15 6	R. Michell and Son.
Sold on the 24th March.			
Wheal Mary Ann	90	27 9 6	T. Somers.
ditto	84	10 4 0	J. T. Treffry.
Sold on the 26th March.			
Laxey	100	23 11 0	A. Eyton.
Ticketing at Holywell, 25th March.			
Penyrhenblas	3½	13 19 6	A. Courage.
Westminster	50	14 9 6	ditto
Maesysafn	75	14 16 0	Walker, Parker, & Co.
Brynford Hall	9	14 17 6	ditto
ditto	1	17 6 6	A. Eyton.
Herward United	4	14 2 0	A. Courage.
Mount Plessant	26	14 11 0	Walker, Parker, & Co.
ditto	3	17 1 6	A. Eyton.
Rhosesmor	20	15 3 6	Walker, Parker, & Co.
Park	15	14 16 0	A. Eyton.
Steddfod	12	14 10 6	Walker, Parker, & Co.
Dyliffe	58	14 7 6	ditto
Aberdovey	12	14 0 0	A. Courage.
ditto	5	13 17 6	ditto
ditto	5	13 17 6	Walker, Parker, & Co.
Rhoswydol	38	14 7 0	A. Eyton.
Dyfngwm	21	14 6 6	Walker, Parker, & Co.
Tyntwll	26	14 0 6	ditto
Catherine and Jane Consols	10	14 1 0	A. Eyton.

BLACK TIN.

Sold on the 9th January, 8th February, and 11th March.

Mines.	Tons	c.	q.	lb.	Price per ton.	Amount.	Purchasers.
Lewis	9	13	0	20	£57 0 0	£ 550 11 1	—
ditto	0	6	1	7	43 0 0	13 11 5	—
ditto	9	18	2	1	68 7 6	678 13 0	—
ditto	14	12	2	12	66 10 0	972 18 3	—
ditto	1	0	1	17	36 0 0	36 14 5	—
Sold on the 18th March.							
Pedn-an-dreas United	3	3	1	9	70 10 0	223 4 9	Daubuz.
ditto	2	18	2	1	65 15 0	192 6 11	ditto
ditto	0	18	3	23	50 0 0	47 7 9	ditto
Sold on the 20th and 23d March.							
Par Consols	30	18	0	5	68 10 0	2116 16 0	Daubuz.
ditto	47	9	1	3	68 10 0	3251 5 5	Williams.
ditto	2	4	3	4	43 15 0	97 19 4	ditto
ditto	27	10	0	26	68 10 0	1884 10 10	Calenick.
ditto	2	5	3	12	43 15 0	100 6 2	ditto
Sold on the 20th and 24th March.							
Great Hewas United	7	12	2	10	70 15 0	539 15 8	Calenick.
ditto	1	7	3	20	61 10 0	88 2 7	ditto
ditto	7	13	0	0	70 15 0	541 4 9	Charlestown.
ditto	1	7	2	10	61 10 0	84 16 8	ditto
Sold on the 24th March.							
Great Wheal Vor	17	11	0	2	67 0 0	1175 18 0	Chyandour.
ditto	6	4	3	12	54 0 0	337 2 6	ditto
ditto	18	11	1	2	67 0 0	1245 15 0	Mellanear.
ditto	7	12	3	27	54 0 0	413 1 6	ditto
Sold on the Mine.							
Wh. Kitty (St. Ag.)	54	8	1	17	—	3305 3 2	Bissoe; Bolitho.
Wheal Mary (Lel.)	51	5	0	22	—	3466 14 6	—

COPPER REGULUS.

Sold by MELHUISH and DE LA RUE at LIVERPOOL, 19th March.

	Tons.	Price per ton.	Purchasers.
Lot 1. Ex Neptune	10	£23 10 0	Keys and Son.
Lot 2. J. Foster, jun.	29	23 14 0	Newton, Keates, & Co.
Lot 3. J. Foster, jun.	14½	23 5 6	Williams, Foster, & Co. / Newton, Keates, & Co.

Biddings were also made by Messrs. J. Bibby, Sons, and Co.; Pocket Nook Co.

COPPER ORES.

Sold by JAMES LEWIS at Liverpool, 19th March.

Lot 1.	Ex Henry Clay	60	£23	6 6	Williams, Foster, & Co. / Newton, Keates, & Co.
Lot 2.	James Foster	30	23	11 6	Williams, Foster, & Co.
Lot 3.	Great Western	55	23	9 0	Newton, Keates, & Co.
Lot 4.	Great Western	55	23	9 0	Williams, Foster, & Co.
Lot 5.	Ontario	5	23	5 6	Keys and Son.
Lot 6.	Marco Polo	22	61	6 0	ditto

Sold by HOSKINGS, ANDREWS, and Co., at LIVERPOOL, 25th March.

Lot 1.	Ex Sun	26	20 2 6	Keys and Son.

Biddings were also made by Messrs. Williams, Foster, and Co.; J. Bibby, Sons, and Co.; C. Lambert; Pocket Nook Company.

COPPER ORES.

Sampled March 3, 1858, and sold at Swansea March 23, 1858.

Mines.	Tons.	Produce.	Price.	Mines.	Tons.	Produce.	Price.
Cobre	90	11¾	£11 18 0	Wheal Maria	47*	27½	£26 3 0
ditto	86	12¾	11 18 0	ditto	43	25¾	25 17 0
ditto	77	12¼	12 2 6	Great Barrier	41	14¾	14 12 6
ditto	61	12¾	12 10 6	ditto	36	14¾	15 0 6
ditto	53	20¾	20 16 6	ditto	33	14½	14 15 0
ditto	50	22¾	21 11 6	Seville	11	18½	17 1 0
ditto	11	75	75 17 0	ditto	8	11⅝	9 19 0
ditto	9	72¾	75 10 0	Berehaven	114	11	10 11 0
Hamburg Reg.	47	37	38 18 0	Castillian	58	10½	9 15 0
ditto	45	38½	39 12 0	ditto	7	10¾	10 0 0
ditto	44	38	38 14 6	Peninsular	11	8½	7 0 0
ditto	20	56½	57 10 0	Bristol Reg.	7	21	21 0 0
ditto	15	54¾	55 10 0	Spanish	43	7¼	6 16 6
Springbok	48	29¾	30 11 6	ditto	5	5¾	4 0 0
ditto	33	29¾	30 0 0	ditto	2	7¾	7 0 0
ditto	23	30	30 15 0	ditto	2	10¾	10 5 0
ditto	20	30¼	30 13 0				

TOTAL PRODUCE.

Cobre	437	£7493	13 6	Berehaven	114	£1202	14 0
Hamburg Regulus	171	7296	14 0	Castillian	65	635	10 0
Springbok	124	3839	7 0	Peninsular	11	77	0 0
Wheal Maria	90	2340	12 0	Bristol Regulus	7	147	0 0
Great Barrier	112	1657	6 6	Spanish	50	338	18 0
Seville	19	267	3 0				

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
Copper Miners' Company	5½	£ 38 10 0
Freeman and Co.	47	1229 1 0
P. Grenfell and Sons	341	6084 15 6
Sims, Willyams, Nevill, and Co.	204	7056 13 0
Vivian and Sons	158	3325 7 0
Williams, Foster, and Co.	350	5110 2 9
Mines Royal Company	50½	747 10 9
Mason and Elkington	44	1703 18 0
Total	1200	£25,295 18 0

Copper ores for sale at Swansea, April 6.—Berehaven 117, 111, 107, 75, 72—Knockmahon 90, 83, 80, 76—Cuba 72, 70, 68—Del Soto 51, 50, 29, 3—Namaqua 39, 23, 50—South Devon 21, 16, 7.—Total, 1310 tons.

AVERAGES.

	Produce.	Price.	Standard.
British	11¾	£11 3 0	£115 8 6
Foreign	21 15-16	22 4 0	111 5 0
Sale	20¾	£21 1 0	£111 10 0

Totals—British, 121; Foreign, 1079=1200 tons (21-cwts.)

AVERAGES OF LAST SALE.

	Produce.	Price.	Standard.
British	13 9-16	£14 7 6	£122 10 0
Foreign	22 7-16	23 14 6	115 15 0
Sale	21 5-16	£22 10 6	£116 8 0

Totals—British, 180; Foreign, 1221=1401 tons (21-cwts.)

* Purchased for Pocket Nook Company.

COPPER ORES.

Sampled March 10, and sold at Tabb's Hotel, Redruth, March 25.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Great Wheal Busy	105	£6 15 6	Craddock Moor	82	£5 10 6
ditto	84	3 3 6	ditto	69	7 19 0
ditto	75	4 16 6	ditto	56	8 15 0
ditto	67	2 18 6	Wheal Ellen	78	3 18 6
ditto	66	2 5 6	ditto	48	3 2 6
ditto	65	2 13 0	ditto	17	12 10 0
ditto	63	1 14 0	ditto	10	4 1 6
ditto	61	1 12 6	South Crinnis	60	5 8 6
ditto	58	2 1 6	ditto	49	3 5 6
ditto	57	2 1 6	ditto	30	14 7 6
United Mines	100	6 16 0	Gonamena	60	6 6 6
ditto	90	3 13 6	ditto	52	8 11 6
ditto	75	4 18 6	ditto	16	4 6 0
ditto	66	6 2 6	ditto	9	1 14 6
ditto	58	2 8 0	Wh. Mary Great Cons.	61	7 4 0
ditto	52	4 6 6	ditto	16	14 19 0
ditto	50	4 1 6	ditto	12	1 2 6
ditto	47	4 4 0	Great Crinnis	40	2 18 6
ditto	30	4 0 0	ditto	32	5 4 0
ditto	18	2 2 0	ditto	13	9 14 6
South Caradon	77	22 3 0	Perran St. George	38	2 4 6
ditto	76	11 13 6	ditto	23	2 7 6
ditto	61	7 14 6	South Wheal Ellen	31	2 14 6
ditto	57	9 17 0	ditto	21	10 3 0
ditto	56	8 1 6	Wh. Clifford Engine Ore	25	5 10 6
ditto	44	7 3 0	ditto	10	3 14 6
ditto	30	7 2 6	ditto	3	1 10 6
Fowey Consols	100	6 13 0	Trethellan	37	2 18 0
ditto	97	8 8 0	Basset Consols	23	6 5 6
ditto	77	6 10 6	ditto	10	3 12 6
ditto	76	7 3 0	North Wheal Busy	30	6 3 6
ditto	50	1 15 0	Wheal Polmear	27	8 6 6
St. Day United	61	4 2 6	Wheal Kitty	17	12 12 0
ditto	60	4 10 6	ditto	8	5 0 6
ditto	58	7 7 6	Wheal Leisure	24	3 1 6
ditto	39	3 19 6	Wheal Henry	17	9 2 6
ditto	35	2 8 0	Treffry's Regulus	8	12 6 6
ditto	17	5 15 0	East Wheal Leisure	4	3 14 0
ditto	1	31 16 6	Wheal Mary	3	6 8 6

TOTAL PRODUCE.

Great Wheal Busy	701	£2301	10 0	South Wheal Ellen	52	£ 297	12 6
United Mines	586	2707	8 6	Wh. Clifd. Eng Ore	38	179	19 0
South Caradon	401	4606	1 6	Trethellan	37	107	6 0
Fowey Consols	400	2613	2 6	Basset Consols	33	180	11 6
St. Day United	271	1319	9 6	North Wheal Busy	30	185	5 0
Craddock Moor	207	1737	12 0	Wheal Polmear	27	224	15 6
Wheal Ellen	153	709	8 0	Wheal Kitty	25	254	8 0
South Crinnis	139	1097	4 6	Wheal Leisure	24	73	16 0
Gonamena	137	909	14 6	Wheal Henry	17	155	2 6
Wh. Mary Gt. Cons.	89	691	18 0	Treffry's Regulus	8	98	12 0
Great Crinnis	85	409	16 6	East Wheal Leisure	4	14	16 0
Perran St. George	61	139	3 6	Wheal Mary	3	20	15 6

Average Standard ..... £135 18 0 | Average Produce 6¾
Average Price per ton £5 10 0
Quantity of Ore ..... 3528 tons | Quantity of Fine Copper, 236 tons 5 cwts.
Amount of Money £21,035 8 6
LAST SALE.—Average Standard ..... £136 6 0.—Average Produce 6½
Standard of corresponding sale last month, 142*l.* 19*s.*—Produce 6¾.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
Mines Royal Company	311½

THE PROGRESS OF MINING IN 1857.
BEING THE FOURTEENTH ANNUAL REVIEW.
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Notices to Correspondents.

*** Much inconvenience having arisen, in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be regularly *filed* on receipt: it then forms an accumulating useful work of reference.

SAMPLERS' FEES, AND TICKETING DINNERS.—I believe that I shall be doing what is right by following up the old saying, "better late than never;" yet, whilst acting on that belief, I must express my regret in having put off the duty and pleasure of heartily thanking you, and all those who have, and who are nobly exposing the daring extravagance—I may say, daring extortion—of samplers' fees and ticketing dinners. It seems to me that every miner, and every mine adventurer, is by an imperative duty called on to assist in placing the said fees, dinners, &c., on a fair and business-like foundation; and, for the purpose of drawing out the required assistance, I sincerely wish that there was placed in every mine counting-house, and copy of a few of the ticketing dinner bills. Such copies, with the powerful help of your Journal, would soon cause to be thoroughly rooted out extravagance and extortion, wherever and whenever it may exist. Let us hope that some of our leading mining gentlemen, with our county Members, will call a meeting for the purpose of making such alterations as are required in samplers' fees and in ticketing dinners. At the said meeting, other abuses, or complainings, might be brought forward and perhaps reformed, or put in a course for reformation.—A MINER.

DESULPHURISATION OF COAL.—Some months since it was rumoured that a discovery had been made by some Frenchmen which would effect a perfect revolution in the manufacture of iron, and indeed in the general industry of the country. The invention in question was the desulphurisation of coal, and I believe that the principal object was to manufacture iron, equal to the best charcoal, by the use of raw coal. Now, the importance of such an invention is so great that even if the patentees were from any cause unable to carry out their ideas, the publication in your Journal of what they had done would be particularly interesting. So far as I recollect, Dr. Collyer had something to do with the invention, but I am not sure whether he was the inventor; yet he could, no doubt, give the required information.—S. R.

RAILWAY BREAKS.—You promised, at least six months since, to publish a description of Fournier's invention for preventing collisions on railways; but, although I have looked attentively every week for the notice, I have failed to find it. As I have, from the brief remarks which you did publish, some idea that the inventions of Fournier and Martien are identical, I should be glad if any of your correspondents could state precisely the points in which they differ.—H. T.

PUBLIC AND PRIVATE COMPANIES.—It is hard to designate the distinction between these two; there are several who issue prospectuses to the public, in order to obtain subscribers and then have their shares quoted in the List, and yet style themselves private. In my opinion, these ought always to be open. I have no objection, if a set of gentlemen choose to form a partnership to work any specific undertaking, that they should object to give publicity to their proceedings; but I do state the axiom is perfectly absurd, that those who use all means in their power to induce the multitude to take shares, and blazon forth the advantages to be obtained thereby, should, when they deem fit, denominate themselves a private company. If they intend to be so, the first course to be pursued at a general meeting is to take the shares off the market.—FAIR PLAY.

PATENT PROCESSES.—A correspondence on this subject has lately taken place between Mr. Oxland and "Nonegarius," which has led to no result. Mr. Oxland has called upon him to give up the higher authority to which he alludes. I am not aware to whom "Nonegarius" refers, but if Mr. Oxland reads the Supplement of the *Mining Journal*, Feb. 7, 1857, he will find that Dr. Percy, in his lecture at the School of Mines, delivered over twelve months since, states that his process is nearly identical to that described in Aiken's *Chemistry*.—A STUDENT.

ALTEN MINING ASSOCIATION.—The meeting of this company ought to be held in Dec. In May last, when we amalgamated with the Quenangen Mining Association, we were told that we were to reap great advantages from the junction. Since that period nearly 12 months have elapsed. It is true we have the reports in the Journal of the produce of the mines; but this is not enough—what I would enquire is, has there any legal difficulties intervened either here or in Norway? Surely the directors, if the company have not already one, might obtain some respectable solicitor, who could easily arrange so simple a matter as the amalgamation of two associations, especially as the resolution was carried so unanimously at both meetings. The expense of preparing the documents in such a case must be merely nominal; but if there are repeated consultations and conferences, these can only tend to one object—costs—and these, we are aware, must ultimately be paid by the shareholders.—LEX: *Bishopsgate-street*.

WEST PAR CONSOLS.—"J. M." (Westbourne-terrace).—The last meeting was held on Jan. 7, and fully reported in the Journal on the 9th; the proceedings were then considered most satisfactory, and no call was made, as it was expected the cost would be met by the sale of ore. On March 11, they sold 19 tons of copper ore, which realised 183*l*. 13s.—9 tons fetching 16*l*. 12s. per ton. The next meeting is called for Tuesday, and the result is looked forward to with considerable interest by the adventurers. A full report will appear in the Journal of April 3.

ANGLO-CALIFORNIAN GOLD MINING COMPANY.—I admit, with Mr. Goodman, that the directors every year issued a balance-sheet—their London expenses no one could dispute; but that gentleman must remember that Mr. W. A. Coombe, our indefatigable auditor, in signing one balance-sheet, did so subject to the produce of vouchers from California. It is no use for the worthy secretary to blink the question; we never had satisfactory accounts from the other side of the water of work done and labour performed. I do not know whose lashes this might have been; but I am still of opinion that, instead of compromising affairs with the late superintendent, an application to the Court of Chancery would not be without avail. I allow that, up to the latest moment, the directors believed there was hope, and after the challenges Sir Henry Huntley put forward, I am surprised that he did not feel it due to himself to meet the shareholders at the meeting held in July, 1857.—A VICTIM.

LAW OF PUBLIC COMPANIES.—As I observe you are ever ready to enlighten your readers upon the law of public companies, I beg to enquire whether the first Winding-up Act of 1844 is considered as part of the Joint-Stock Companies Winding-up Acts 1848-49? or whether the latter superseded the former? Mr. Tapping says they are all repealed in his "Exposition;" and in his "Cost-book" says that mining companies within the Stannaries are subject to the Acts of 1848-49. There seems to me to be great confusion in the Acts referred to, which I should like to understand.—LECTIS: *Pond-lane, Hampstead*.

[The first Winding-up Act of 1844 (7 and 8 Vic., c. 111) is amended by the Winding-up Act, 1848 (11 and 12 Vic., c. 4), and so far as it is not amended by the Acts 1848 and 1849 (12 and 13 Vic., c. 108) contains part of the law as to winding-up; therefore, the former Act is not entirely superseded by the latter Acts, but amended only. Mr. Tapping does *not* in his "Cost-book" say that mining companies within the Stannaries are subject to the Acts 1848 and 1849; but at page 67 of that work expressly states that the Court of Stannaries in Cornwall, and cost-book mines within the jurisdiction of such Court are excepted from those Acts. Mr. Tapping, in his "Exposition," states that the Joint-stock Companies Act, 1856, repeals the above-mentioned Acts, 1844, 1848, and 1849, only as to companies registered under the Joint-stock Companies Act, 1856. Perhaps, on further consideration, together with what the above information conveys, "Lectis" will perceive there is not any confusion as to the Winding-up Acts]

BOGHEAD CANNEL COAL.—Will any of your readers kindly inform me where the boghead cannel coal is found, and what is the geological character of the strata in which it lies? I allude to the mineral which has been so lately before the public in the celebrated Scotch trial. If any one would point out any source where I could gain information on this subject, I should be obliged.—A NORTHUMBERLAND MINER.

ACADIAN IRON COMPANY.—In reference to the reply in your Journal of the 13th inst. to a question regarding this company, which attributes the non-payment of a dividend to "the extension of the works," would not the cause of the absence of profit be more correctly expressed by the "dispersion of the works?" I mean the wide distance at which they may be from each other—one at Pictou, the other at Londonderry? Would not the most profitable and prudent course be for the company to let off, or sell, one of these works, and to confine their undivided attention and capital to the other locality? They appear to possess unbounded resources, both of minerals of the best quality and of liberal grants of forest lands, so that it can only be mismanagement which can prevent these natural advantages from being highly remunerative. I think the shareholders will be obliged to me for directing their attention to one weak point—the impossibility of two widely separated establishments being economically worked by the same company.—INDEX.

A WEEK IN DEVON: NO. II.—Your correspondent, last week, refers to a discovery recently made in the parish of Widdecombe, Devon, but does not mention the name of the mine, which is the Devon Great Elizabeth, and recently been favourably reported on. In justice to this undertaking, if I am correct, I shall feel obliged by your inserting this notice.—AN OLD SUBSCRIBER: *City*.

MINING IN CARNARVONSHIRE.—A correspondent writes, that in Cwmllan Vale, near Beddgelert, the strata are very favourable for good slate, the veins running east and west in parallels with the length of a large farm for about 1600 yards, this being bound by a hard trap rock. Trials have already been made there, and the working was only stopped on account of the death of the proprietors. There has been a large outlay upon them, and a good road made to the public highway. The slate found there is quite free from sulphur and other decomposing matters, and it would be easy in this vein to open profitably several quarries; roofing slates and blocks could be obtained from the same spot. Another quarry, which is on the same vein, but in an adjacent property, is being worked by Mr. John Frances, of Penrhyn Slate Quarries, and a few private friends. The writer states he has no interest in the property, but believes its capabilities ought to be known, in order that capitalists should have an opportunity of inspecting the locality, and judging of its merits.

LAKE BATHURST.—In our last Journal the name of Mr. Harvey, of Pall Mall, was inadvertently inserted as connected with this company, he never having had any connection with it. The gentleman alluded to was the plaintiff in the case of "Harvey *v.* Irons."

TRELOWETH.—After all the hopes that we have for many years been allured with, I was surprised to receive Mr. John Petherick's report, so condemnatory of the mine. Would it not be better, instead of spending more money fruitlessly, that we should at once resolve to dispose of the materials, pay off our liabilities, and then divide the surplus, if there be any?—T. B.

CONSUMPTION OF COALS, AND RATE OF EVAPORATION FROM ENGINE BOILERS.—The brevity of the published abridgement of Mr. John Graham's paper, on the "Consumption of Coal and Evaporation from Engine Boilers," has evidently led you into error, as regards one point, which is as follows:—You give correctly the dimensions of the boilers used by Mr. Graham, also the steam generated by each boiler for each pound of coal, "including" and "not including" the heating of the feed-water. The difference, therefore, is attributable to the heat required in heating the feed-water from 60° up to 212°, and not to the effect of supplementary heating surface,—that is to say, the fishmouth boiler, for example, will evaporate 9·67 lbs. of water, beginning with the water at 212°; and 8·29 lbs., beginning with the water at 60°. The value of a supplementary boiler as heating surface, under favourable circumstances, which Mr. Graham gives as equal to 15 per cent., will require to be added to all his results. Mr. Graham gave his results without the supplementary boiler, in order that they may be more directly comparable with results produced by other parties. As a Member of the Literary and Philosophical Society of Manchester, I was present and heard the paper read, and can vouch for the accuracy of the above statement.—HAMMER AND RETORT.

NORTH WHEAL WREY.—In the report of this mine, in last week's Journal, the lode in the 20 fm. level is stated as *eight* feet wide, it should be *three* feet wide.

GREAT WHEAL VOR UNITED.—We have received a communication complaining of the omission of Mr. Hughes's speech in our report of the last meeting. There were many personal remarks on both sides, the publication of which, without being advantageous to the parties concerned, would have done injury to the company. We are informed that Mr. Hughes did not allege the main fact that, at the time the money was required, the various parties applied to refused even to advance a portion of it without the signature of the Messrs. Harvey, who, when they had only 1700*l*. to meet 3800*l*., and when the late financial crisis was at its height, in the words of the Chairman, "in Messrs. Harvey they found both sympathy and support."

CHANCELLORSVILLE FREEHOLD GOLD MINING COMPANY.—Capt. W. Hoskins is now in England, having been granted permission by the management here to employ his time to his own advantage, until they may require his services again. He will, no doubt, be able to give all the information required.

MINING IN IRELAND.—In a late number of your excellent Journal there appeared a statement of mining operations in the county of Wicklow, and as exaggerations are calculated to mislead the public, I feel sure you will be glad to correct any misstatements, for, in common with all friends of legitimate mining enterprise, you are known to despise "puffs." The article in question asserts that the average yield of this district is 140,000 tons of ore per annum. Now, the fact is that for the 18 years during which the trade has existed, the average yield has been rather less than 70,000 tons per annum—not quite 66,000 tons per annum. The article states that there have been 2000 men and boys annually employed in carting the ore to port, whereas the books of the various mines will show that 700 carts have never been employed on any one day, and that the number has only exceeded 400 on very extraordinary occasions. The proportions assigned to the various mines may be tolerably correct, but the numbers have been greatly expanded.—VERITAS.

CATHERINE AND JANE CONSOLS.—"H. B." (Camden Town).—The offices of the company are at 57, Threadneedle-street. The quarterly meeting will be held on Wednesday next.

MINING IN JAMAICA.—"A Shareholder" (Devonport).—Upon enquiry, we find the recent shock of an earthquake in the island, mentioned in the last despatches, did not affect the mines of the Clarendon Consolidated Company; but we regret to hear that, in consequence of that calamity three men were killed in the Hope Mines. Mr. A. Tregoning is at present in Jamaica, and although not sent out specially by the Clarendon Company, will inspect their mines. It was some of the local companies that engaged him to report upon their properties. As to the richness of the copper ore from Jamaica, we have to refer our correspondent to the sales in this country, regularly reported in the Journal.

GREAT WHEAL BUSY.—"J. T." (Leeds).—A very full report of the meeting will be found in another column. Capt. Pascoe has resigned, and Capt. Nancarrow appointed in his place. The prospects of the undertaking are represented as satisfactory, which is confirmed by the fact that a large number of shares are held by adventurers residing in the locality. Upwards of sixty shareholders attended the meeting.

THE MINING JOURNAL
Railway and Commercial Gazette.

LONDON, MARCH 27, 1858.

The Government returns of the exports and imports of the United Kingdom, for the month ending February 28, have been issued by the Board of Trade. By a comparison of the total declared value of the exports during the month mentioned with the same period of last year, a falling off of no less than 2,024,624*l*. is shown in this year in the aggregate of articles the produce and manufacture of this empire. The total for February, 1857, was 9,313,040*l*., and that for Feb., 1858, is only 7,288,416*l*. This result was fully expected, and it indicates a wholesome state of trade and commerce, rather than of adversity; for it was not to be supposed that the mercantile interests would recover hurriedly from the extraordinary prostration of all branches at the close of the past year. A steady resumption of business is much more desirable than rapid strides to rival the great activity of the spring of 1857; added to which, it is certain that a large stock of almost every article of commerce exists at the different places to which our merchant ships trade, where the reaction of the panic in the mother country has yet to produce its effect.

Metals and metallic manufactures absorb a more heavy proportion of the decrease than has hitherto occurred since the returns began to demonstrate depression. The total balance against the mining interest is 535,212*l*. as compared with February, 1857, after allowing for an increase in coals of 12,431*l*., and in copper of 32,194*l*.; so that articles enumerated as usual in another column represent 26 per cent. of the whole decrease. The most marked falling off is in iron, the amount shipped in the last month being declared at only 534,017*l*., against 883,919*l*. in February, 1857; being consequently a difference of 349,902*l*. Hardware and cutlery show a decrease of 95,012*l*.; tin, 57,462*l*.; machinery, 38,910*l*.; steel, 29,444*l*.; lead, 4983*l*.; and brass, 4124*l*.

The returns of the imports and exports of the precious metals give much in favour of this country. The total exports of gold and silver during February amounted to 1,894,349*l*., while the imports of the same was 3,051,757*l*., consequently leaving a balance of 1,157,408*l*. For the two months of this year the aggregate exports were 2,879,943*l*., against imports of 7,234,047*l*.; so that the excess of the precious metals left in the country is 4,354,104*l*. During February we remitted only 681*l*. to the United States, and received 896,789*l*. To France, however, we sent 734,746*l*., and received 373,834*l*. To Egypt there was forwarded, in transit to India and China, 892,953*l*., almost all in silver, and we received 126,622*l*., likewise in silver.

We have before mentioned the known desire of the authorities at the Board of Trade to render these statistical reports as complete as possible, and constant earnest is given of their good intentions. It is now announced that henceforth the value of the imported articles will be given, as well as those exported, so that a very correct opinion can be formed of the state of trade with different places. Hitherto the quantities only of the imports have been furnished, while both quantity and value of the exports have been rendered.

"It is not practicable," it is stated, "to publish simultaneously the *value* and *quantities* of the imports for the same month, as the Customhouse cannot compute the value of the articles according to the different qualities, origin, &c., as set forth in the current market prices, but must wait to be furnished with an average price for each article imported from the several countries. The account of the monthly value of imports will, therefore, be necessarily deferred until the month following the publication of the quantities imported."

In a recent Journal we had to allude to the many instances in which traders unjustly attributed their ruin to their connection with mining, and it now becomes our duty to endeavour to remove any false impression which may have been made by an unjustifiable attack upon mining generally, published by a contemporary, whose *forte* is certainly not legitimate argument. Had it been maintained that every species of enterprise carried out by combined capital was undesirable, we could only have met his attack by contending that the advantage of public companies was that they enabled the less wealthy successfully to compete with the rich monopolist, and that our contemporary was a blind supporter of a system which could not fail to make all classes of the community miserable; but when he takes mining alone to vent his fury upon, we have a far better course to pursue. We shall not only prove that mining is one of the best investments in the market, but that the interest which our contemporary represents rests upon a far less satisfactory basis, and for this latter proof we shall solely take his own statements, published in the same journal as his attack upon mining. After referring to a rather glowing advertisement of a mining share dealer, he says, "For ourselves, we know no one, and yet our mining friends are numerous, who can say he has gained money by his mining shares on the average," and then continues by commenting upon the horrors of the winding-up process, either in Chancery or bankruptcy, of mining companies. Moreover, his experience teaches him that "high interest is only too often another word for bad security," and "that a very high rate of interest, much above 5*l*. per cent., is generally accompanied by a corresponding degree of insecurity as an investment." Again, he thinks that a man who lent his money on simple personal security, received a large interest for a short time, and permanently lost his capital, "was very much better off than many who put their money in a mine, and afterwards come under the Winding-up Acts."

Firstly, then, as to the improbability of gaining by investment in dividend mines (the class recommended by the advertiser who has called forth these extraordinary assertions), we will presume that a capitalist purchase one share in each of 20 dividend-paying mines (excluding Devon Great Consols, which paid upwards of 14 per cent., and Wheal Basset, which paid upwards of 16 per cent. upon the market price, not on the paid-up capital) at the market prices at the beginning of the present year, and place against them the dividend paid during the past year (our opponent will thus have the advantage of the increased value of the shares in consequence of the increased prosperity of the mines, but this we can afford him), and the amount of interest such capitalist will realise will then be readily seen:—

Mine.	Market price.	Divs. per share.
Bedford United	£ 7 5 0	£ 1 3 6
Botallack	202 10 0	33 0 0
Carn Brea	35 0 0	6 0 0
Condurrow	90 0 0	10 0 0
Ding Dong	20 0 0	1 0 0
Drake Walls	2 5 0	0 4 6
Fyam	60 0 0	6 0 0
Great Work	140 0 0	15 0 0
Levant	80 0 0	8 0 0
North Basset	12 0 0	2 11 0
Providence	82 10 0	18 0 0
Sortridge Consols	1 10 0	0 2 6
South Caradon	360 0 0	56 0 0
South Frances	255 0 0	52 0 0
Tincroft	4 0 0	0 10 0
West Caradon	110 0 0	13 0 0
West Wheal Seton	300 0 0	46 0 0
Wheal Buller	300 0 0	40 0 0
Wheal Kitty (Leiant)	14 0 0	2 15 0
Wheal Seton	150 0 0	12 10 0

These figures show that a capitalist investing 2246*l* in 20 mines above named, would receive 323*l*. 16s. 6d. in dividends, being equal to upwards of 14 per cent. per annum, and we do not hesitate to assert that to take every mine at present paying dividends, and calculate them in the same way, we should obtain an equally satisfactory result. It must be borne in mind that above we refer only to dividend mines, and we contend that they are a really legitimate investment; if we turn our attention to speculative mines, of course, we must subject ourselves to risks common to every speculation, but then the interest received from successful progressive mines far more than compensates for any loss that may be met with from unsuccessful schemes, the dividends upon the paid-up capital, on the mines arriving at a dividend-paying state, being in many instances really fabulous—150 per cent., 300 per cent., 650 per cent. per annum!

Having thus disposed of the question of probable gain, we next come to that of winding-up, in case of the undertaking proving a failure, which our contemporary regards as something truly dreadful. Now, from the extreme simplicity of winding-up all companies registered under the Joint-Stock Companies Acts, 1856-7, and as we have no wish to take any unfair advantage, we will presume that he alludes to those companies which are compelled to wind-up under the Acts of 1848-9, although as he says both new and old, and refers to official liquidators, we feel scarcely justified in such a course. The mode of winding-up a cost-book company within the Stannaries is extremely simple—indeed, there is little more trouble than in dissolving a common partnership when every partner desires the dissolution. As to winding-up companies under the Acts of 1856-7, ample provision is made for enabling the company to be wound-up without the interference of the Court, and we may instance the Duston Iron Ore Company as an example of the facilities offered for voluntary dissolution. He can, therefore, only intend his remarks to apply to some self-styled cost-book concerns or other companies, which have failed to comply with the law, and are now compelled to wind-up in Chancery. With some exceptions all companies were called upon by the Act of 1856, and again by that of 1857, to register; if they have not done so, the shareholders alone are in fault, and if they have there could be nothing except dissension amongst the shareholders to prevent a voluntary winding-up. There are, we admit, exceptional cases, in which his remarks would be correct, but such cases are so rarely to be found that, unless we have some more definite statement, we must attribute his almost poetic effusion to ignorance of the laws which he condemns.

We have already said enough to remove all doubt as to the security of mining—at least, if it be admitted that there is security in anything save Government funds; for it must be recollected that the 14 per cent. which was paid last year by the 20 mines referred to has by no means exhausted the mines upon which the dividends were paid, and it may, therefore, be assumed that that rate of interest will continue as long in a mine as in a railway, or in any other commercial undertaking; yet our contemporary gravely writes, "Mining occasionally pays splendidly, but did it ever yet pay, even on the average, the general public—the ignorant, stupid, sanguine, beetle-eyed public?" We should say that he may be correct in inferring that "No" will be the answer, provided he alludes to gentlemen who make Mizen Head, Fort Bowen, and similar mines—or rather mining companies—their sole delight, and anticipate a rapid fortune from such judicious (?) speculation; but with ordinary care we maintain that more profit may be realised from mining enterprise than from any other class of investment.

If Mining be not a fair medium for investment and for speculation, what shall we say of Railways? when we find that our contemporary, the acknowledged representative of the railway interest—indeed, no less an ex-

rity than *Herapath's Railway Journal*, says, with reference to the proceedings at the last meeting of the Edinburgh and Glasgow Railway Company, where a shareholder complained of charges which really belonged to revenue being placed to capital account:—

"If we could get only one old railway company to completely close its capital account, confidence in the soundness of railway property would be restored. People generally do not now believe in the perfect correctness of railway accounts. It is observed, that every half-year railway companies, on the average, spend about as much money on capital account as they pay away on revenue account in the dividends. They raise and spend in the half-year, say, 100,000*l.* on capital account, and their whole half-year's dividend amounts to 100,000*l.* The 100,000*l.* on capital account is spent, or is said to have been spent, on new works, such as building new stations, making new sidings, and procuring additional working stock. The usual reason assigned for the additional capital expenditure is accommodation for the increasing traffic, a reason which, unfortunately, cannot be urged at the present time, for the traffic of the country is decreasing, not increasing."

Now, we defy any person, however prejudiced against mining, to make a similar or equally injurious charge against mining, or to name three instances in which mining companies are paying dividends out of capital. Our contemporary could do so we would willingly admit the superiority of railways as an investment; but if railways raise each half-year the whole amount necessary to pay their dividends, it is evident that a crash must come, and that, perhaps, sooner than may be generally expected. There is a risk in mining, it is true, but the profits derived are also immense; and those embarking in mining undertakings have nothing to fear upon the payment of dividends out of capital. If a mining company be unfortunate, the shareholders' capital is lost; but if it be fortunate they receive nothing but legitimate profits, which is far more satisfactory than issuing new shares to pay dividends on the old ones. Our contemporary is averse to mining, simply because he is not aware that both in mining and in every other species of enterprise the cause of success or failure may be summed up in one word—management. Let him make no comparisons unless the undertakings be equally well managed, and he will have little to complain of against either mines or railways.

The vast amount of mineral wealth in our Australian colonies, particularly of Victoria and South Australia—the former possessing mines rich in golden nuggets and bright with veins of the precious metals, the latter with copious beds of copper covered with the rich enamel of the malachite—is now known so universally that no other incentive is needed to draw to these mineral districts the surplus mining population of the other country. The annual average value of gold exported from Victoria amounts to 12,000,000*l.* sterling, which is likely to be increased considerably, from the character of the new ground opened up in the recently-discovered gold fields. From the sister colony of South Australia it is affirmed that an equally valuable result in mineral wealth might be readily obtained, with the proper appliance of capital and labour to develope more fully the numerous rich deposits of copper in that colony. As a specimen of what these unwrought localities can produce, we are advised that a considerable quantity of copper ore, from the neighbourhood of Angaston, is now on its way to Swansea, which yields the extraordinary percentage of 34 per ton of metallic copper, thus surpassing the celebrated Burra Burra by an excess of percentage equal to about 33 to 34 in 100, the usual produce of Burra Burra being about 22 per cent. per ton. It is quite clear that such important mineral localities will not be allowed to remain long dormant, as the lucrative produce will be equally encouraging to the miner as well as to the capitalist to embark in such undertakings, especially in a country where speculation is certainty, and enterprise success.

Mining in Guatemala is about to receive a fresh impetus by the aid of new capital to develope certain mines, rich in silver, which have been almost dormant since the Central American States became independent of the Spanish monarchy. Encouraged by what has already been seen of the mine of Alotepeque, the promoters of the CENTRAL AMERICAN MINING COMPANY (Limited) have issued a prospectus, according to which the capital is to consist of 30,000*l.*, in 6000 shares of 5*l.* each, of which 2000 shares are appropriated to the existing Central American Mining Company. To carry out the design of further opening the mines, and of erecting reducing works, 20,000*l.* is now to be raised on peculiarly advantageous terms to the subscribers, inasmuch as they are to have their money repaid to them, with interest at 10 per cent. per annum, out of the first profits; and, after that, they are still to hold their shares, which will rank equally with the original creation of 2000 shares, or 10,000*l.*, which amount has been spent in the purchase of the freehold of the mine, and in the explorations, together with a further sum of 14,000*l.* paid by the Nouveau Monde Company, who failed to complete their contract.

The inducement offered to subscribe to the new capital is, therefore, a very strong one, and we cannot doubt that, with the respectable names which appear as directors, aided by the engineering skill and energy of the Messrs. TAYLOR, a profitable if not a brilliant result may be expected. We have before us a letter from Mr. JOHN PHILLIPS, the secretary of the company, calling attention to the last accounts from the mines, wherein it is shown that considerable quantities of silver ores, assaying from 300 to 400 ounces per ton, have already been sent to England, and that a profit has actually been made on the 12 months' working. There is also stated the remarkable fact, that one man raised in three days 2 tons of ore, containing 477 ounces of silver per ton.

Now, we are not disposed to advise that unlimited or rash confidence should be placed in either foreign or home adventures; but, at the same time, it is folly to form a hasty judgment condemnatory of any concern. This has, unfortunately, been the case in several of the great Mexican companies; who, after expending vast sums, abandoned mines which one more effort would have saved, and have since had the mortification of seeing others step in and reap enormous wealth. We say, then, to any of our readers who may be interested in the company under review—look well at the evidence, and judge for yourselves.

Apart from the concern as a mere mining adventure, we cannot but foresee that a successful working of such a district of mines must exert a very beneficial influence upon Central America, both socially and politically. It is also through this very tract of country that a railroad will one day pass, opening out the nearest way to California, which will increase the value of mining and all other property.

Notwithstanding that the advices from Australia for several consecutive mails have shown that a great glut of goods exists there, and that the supplies were sufficient for twelve months' consumption, it appears from the returns of the Board of Trade that the decrease in the exports to the Australian colonies during January and February of this year is only 29,816*l.*, as compared with the two first months of 1857, when the amount reached 1,102,109*l.*; while the declared value of enumerated articles for the same period of this year is 1,052,293*l.* The latter sum is made up under twelve different items, of which metals take precedence in a total of 330,346*l.*, consisting of various sorts of iron, machinery, &c. Wrought leather and saddlery is the second, being 166,798*l.*; apparel, 165,419*l.*; beer, ale, and spirits, 131,949*l.*; haberdashery, 108,529*l.*; linens and cottons, 96,971*l.*; woollens, 69,760*l.*; stationery, 39,291*l.*; earthenware, 37,679*l.*; silk goods, 13,042; oil seed, 9,130*l.*; and soap, 1379*l.*

The exports to the East Indies during the same two months of this year are declared at 1,624,424*l.*, and to the United States at 1,452,939*l.*

The aggregate value of British exports to our Australian dependencies for the two months amount to 1,676,193*l.*—enumerated articles, 1,052,293*l.*, and unenumerated articles, 623,900*l.*, after allowing for the decrease on the average amount for the corresponding period of 1857.

The telegraphic announcement of the arrival of the Australian February mail at Malta, may be expected on Thursday next, and the bags, *via* Marseilles, ought to reach London on the following Monday, April 4, allowing for the two days short in February. The dates, if in due course, will be—Sydney, Feb. 11; Melbourne, Feb. 15; and Adelaide, Feb. 12. Important despatches are expected from the governors of the respective colonies, declaratory of their views and determination as respects the present postal arrangements between these dependencies and the mother country. In City circles fears are very generally felt that should the Home Government enforce the penalties to which the contracting steam-packet company is now liable, in consequence of the delays and irregularities which have occurred, the existing contract would be at once thrown up by the present contractors, which would necessarily again disarrange the whole steam postal service, to the serious detriment of all connected with those colonies. We do not apprehend, however, that the Government will adopt any harsh measures under the circumstances, considering the heavy loss which has already accrued to the company from the terms of the contract. We trust a conciliatory course will be adopted, and that such concessions, as to an extension of period of contract and modification of route, will be accorded as to induce the company to persevere in the task they have undertaken, and to a profitable result. We are assured that the colonists would approve of such a course, and we know that the merchants in this country generally would consider it politic.

MINERAL INDUSTRY IN THE BRISTOL NEIGHBOURHOOD.

The mineral resources of a district are often allowed to remain undeveloped for ages, notwithstanding the facilities for working and transporting, and the demand for the mineral in the market. This, in many cases, arises from the quantity and quality of the mineral produce being unknown, whilst in others the sole cause seems to be want of enterprise, and a sufficient knowledge of minerals and mining on the part of the holders of mineral property. From one or other, or both, of the above causes very extensive and valuable deposits of rich hematite iron ore in the neighbourhood of Bristol have remained either quite untouched or very partially developed, until within the last few months. We are happy to say that matters are now beginning to look much better in this respect: at Ashton Vale, Clifton, and one or two other places, the thickness, extent, and quality of a somewhat singular deposit of iron ore—resting on the millstone grit—is now being proved, and will, in all probability, in a short time be somewhat extensively worked. A blast furnace has been lately erected at the Pennywell Road Colliery, and is now in full operation, and so soon as this is found to answer well, no doubt the erection of another or more will shortly follow. At Ashton Vale, Messrs. Knight and Co. are making a shaft about 12 feet in diameter for working coal, which, when completed, will without doubt be the best specimen of a colliery in the district. With such a shaft, and a winding engine of about 80-horse power, they will be able to bring to the surface something like 500 tons of coal per day. At this place one of Mackworth's washing-machines is now at work washing coal, from which is made very good coke, so that shortly there will be a good supply of coking coal: one coke oven is now at work, and many more will shortly be required. The company also intend erecting blast-furnaces as soon as opportunity serves, so that there is now every prospect of a little more activity in the mining matters of the district than has ever yet been shown. The next thing demanding attention is improvement in the means of transit: greater facilities for shipping minerals and metals are very much needed, and these we shall, no doubt, see supplied in time. It is encouraging to find some signs of revival of the spirit of enterprise and commercial industry for which Bristol was proverbial in days gone by, but which seems lately to have been almost entirely lost.

NEW SYSTEM OF IRON ARCHITECTURE.

The encouragement of metallic mining greatly conduces to the wealth and prosperity of a country, and we are, therefore, ever ready to render every aid to the more extended application of metal, whether for use or ornament. For many years Mr. Vose Pickett has been arduously labouring to introduce iron, and other materials which he proposes to combine with it, for the purpose of architecture and ornament; and it is to be regretted that he has not obtained the means of testing his system by applying it practically on a scale of sufficient magnitude. Genuine iron architecture would, no doubt, be a vast improvement upon the partial use of iron only, and Mr. Pickett has very clearly shown that there may be quite as much variety in the new or metallic system as the existing masonic architecture is capable of. He considers that the six primary principles of the new system are—Canister or hollow iron walls with cast, chased, or reponse work ornamental surface as a substitute for the solid wall, and ashlared surface used in masonry; insterstitial ornamental form as a substitute for surface-carved, prominent, or basso-relievo form in masonry; in close connection with the first, and in contrast with the second principle, is the metallic low relief, or intaglio form—this, though involving no invention, constitutes with the second two distinct characters of form to that of the one principle of relievo form in masonry; as a substitute for the columnar portico, colonade, and arcade of the ancient system, the metallic offers the suspension portico, the advantages of which are numerous; the angular forms, so prevalent in all erections in masonry, may be altogether dispensed with by the introduction of the curves, of which metal so readily admits; the sixth primary principle consists in the application of a coating of some kind, indispensable to iron, such as of glass enamel in colour, offering a cheap process of almost eternal durability. Mr. Pickett contemplates that a higher order of beauty, as well as a much larger amount of utility, and various other advantages, may result from the use of this material over any pre-existing architecture.

We cordially agree in the opinion that has been already expressed, that the stability of the new architecture having been ascertained, it is a matter of surprise that no attempt has yet been made to add to it the graces of ornament. How this may be done has been very clearly laid down in Mr. Pickett's new system—to increase the number of appliances, so as to embrace the whole range of metallic substances, and admit the adoption of each of them in every form in which science may render them available, and by which we may be enabled to realise a higher order of beauty than it is possible to produce in stone; to unite in the highest degree with that beauty all the necessary utilities required of the art, and this, under many circumstances, at a cost far inferior to that by which the ordinary effects of masonic architecture are obtained.

BOUNDARY QUESTION.—SOUTH FRANCES MINE PLAINTIFFS, AND WEST BASSET MINE DEFENDANTS.—At the recent Cornwall Assize it was expressed as the opinion of the Court that the matters at issue between the West Basset and South Frances Mines were legal questions only, and not a case for a jury. A verdict was accordingly taken for the plaintiffs, with leave for the defendants to apply to the Court at Westminster for a rule to show cause why the verdict should not be entered for the defendants instead of for the plaintiffs. The real question between the parties will, therefore, be fully argued before the Court in next Easter Term. We shall defer our remarks upon this cause until after the decision of the full Court.

TOTAL DESTRUCTION OF THE VICTORIA IRON AND CEMENT WORKS AT WRECKHILLS, STAITHES, NEAR WHITBY, IN THE NORTH RIDING OF YORKSHIRE.—The works of this company, which were formed under the Limited Liability Act, three or four years ago, and whose head-quarters and offices are at Leeds, have been totally destroyed by means of an enormous land slip, which took place about three o'clock on Monday morning, the 22d inst.: the engine chimney, which was erected just under the brow of the hill, was scattered to atoms; and the two blast furnaces and buildings speedily followed. The whole site, covering about an acre and a half of land, has bodily sunk, and scarcely a vestige remains of the busy scene of activity of the previous days. It is fortunate that the calamity occurred during the night, or it might have caused most awful loss of life. The Victoria Company originated with some Leeds and West Riding gentlemen, and we believe one of the Members for Leeds (who was for many years connected with the iron trade), and many other highly respectable gentlemen, held shares in this concern. We are informed that warnings of the present misfortune seemed to exhibit themselves, and it is not greatly to the credit of the West Yorkshire capitalists that they should have selected a site for their works where destruction could not but result at some time. Had they consulted any parties well acquainted with the district, they would have learnt that it was an extremely hazardous undertaking to work ironstone along the coast, as the roof is composed of loose material, and, after any heavy rains, might be rendered very unsafe. No doubt the late snow, and its melting, has occasioned the present loss of property. To erect blast-furnaces in such a position was certainly not a very prudent step. Messrs. Palmer, of Jarrow, near Newcastle-on-Tyne, have expended a very large sum in opening out iron mines along the coast, about a mile from the scene of the Victoria Company; the stone has, however, been conveyed to Newcastle to smelt.

Though this does not appear to have been a land slip seaward, such as was at first supposed, there are several recorded instances of such catastrophes. About 180 years ago the whole of the village of Runswick, with the exception of a single house, was destroyed by a land slip. It is also stated that about 100 years ago a similar event occurred on the site of the Victoria Company's operations; when several thousand tons of soil were displaced, slipping down from the top to the foot or front of the cliff.

ENGLAND AND FRANCE—RAILWAY JUNCTION.

At length we have a tangible proposition for the important purpose of connecting the railways of Great Britain with those of Continental Europe; this is proposed to be effected by a MARINE VIADUCT, or railway bridge, from Dover to Cape Grisnez. This scheme has emanated from Mr. Charles Boyd, of Barnes, Surrey, and the much-desired junction of railways is to be effected by throwing a tubular bridge over the Straits of Dover, the English terminus to rest on Dover Cliffs and the French upon Cape Grisnez; the bridge will be supported by 190 towers, rising from the bed of the Channel, at equal distances of about 500 feet—the summit of each tower forming a lighthouse, and containing a gas reflector and an alarum, for the double purpose of guiding shipping by night and of warning in time of fog; the gas to be lighted invariably at sunset throughout the entire length of the bridge by electricity, and the alarum to be set in action when necessary by the same agency. The greatest depth of the Straits in a line with the proposed bridge is 31 fathoms, or 186 feet, and the average depth 20½ fms., or 123 feet. There are to be two or more distinct lines of railway constructed, so that the light of day shall illumine it in the day time, and a free current of fresh air pervade it continually. The entire length is estimated at 20 miles, and may be traversed by a train in 20 minutes at all seasons of the year.

The colossal pedestals, or abrupt pyramids, upon which the towers are to be erected will be formed by sinking into the bed of the channel blocks of stone, each of several tons weight, securely rivetted through their centre with iron bolts, and their connecting faces strongly cemented. The operation of placing these blocks is to be conducted by machinery on board ship, or pontoons at anchor, so that each block may gradually sink therefrom into its proper place below, first ascertained by the compass bearings on deck, and by divers, who will be employed with diving bells to examine the bed of the Channel, to arrange, secure, and connect the blocks and other materials as they descend; and who are to be communicated with or may signal in return to the workmen on board.

Iron grapnels will be fixed around the base of the pedestal to prevent any movement of the blocks when once in position. The dimensions of the several parts will be—base of pedestal, 300 ft. square; angle of rise, 75° above level of sea, height 40 ft., and 150 ft. square, for the reception of the tower; height of tower, 260 ft.; diameter, 100 ft.; leaving a distance of 300 ft. from sea level to bottom of tube. The tower will then continue to rise 60 ft. for the formation of a lighthouse, with an illuminating surface of 43 ft. diameter, and then 50 ft. higher for the construction of a gong tower, making the total height of the tower 500 ft. from the sea. The tubes will be 50 ft. deep by 30 ft. wide, of wrought-iron, rivetted or braced together.

To arrive at the commercial importance, Mr. Boyd gives the following figures from the official returns:—

Annual trade with France	£ 16,496,306
" " Central Europe	82,176,523
" " Continental Europe	97,011,791
Ports of the Mediterranean, including the transit through Egypt	104,531,602

The average number of passengers between England and France, 233,556.

A toll or transit charge of 1s. in 1*l.*, or 5*l.* per cent. upon the above traffic, would produce either of the under-mentioned annual revenues:—

Between United Kingdom and France, merchandise	£824,815
Passengers at 10s. each	116,778
Total	£941,593
With Central Europe, merchandise and passengers	£4,225,604
Continental Europe	4,967,367
Continental Europe and Mediterranean ports, including transit from India through Egypt	5,343,358

The estimated cost of the bridge, if constructed entirely from the resources of a public company, without Government aid, would be:—

190 towers, 500 ft. high, averaging 53,396*l.* each	£10,145,240
190 submarine pedestals, averaging 163 ft. in height, at 17,798*l.* each	3,381,620
Tubes, material, and construction	14,323,061
English terminus and wing walls	40,000
French terminus and ditto	60,000
Raising land approaches to station at Grisnez	50,000
Contingent expenses, machinery, pontoons, hire of ships, chains, cables, divers, and diving apparatus, &c.	2,000,079
Total	£30,000,000

He continues that the outlay of 30,000,000*l.* would be compensated by the very extensive revenues derivable; and, in eight years after completion, be totally recovered by the company from the trade of Central Europe alone, even allowing 150,000*l.* a year for current expenses and contingencies; and at the expiration of 10 years the capital sum might be returned to the shareholders with interest, and their rights be still preserved for subsequent division of profits. It is calculated that the entire structure could be thrown open for public traffic in three years, as all parts of it could be prepared and erected simultaneously.

THE MINING AND INDUSTRIAL INTERESTS OF CORNWALL.

[FROM OUR CORRESPONDENT IN WEST CORNWALL.]

MARCH 25.—The copper standard last week fell about 2*l.* 4s. as compared with the sale in the preceding week; but the fall must be computed at less than that amount, because the ores of the eastern mines, as a general rule, sell at a somewhat lower standard than those of the western. According to all accounts the metal trade is very flat in copper, tin, and lead; still, the standard has scarcely as yet declined to such an extent as to indicate that there will be a further reduction of the price of fine copper. But, should there be any additional fall of the standard in the course of a week or two, it may be taken as a tolerably certain indication that a further reduction of the price of copper is contemplated.

It appears from the foreign and colonial papers that trade is very dull: the markets in Australia and America are at present overstocked, trade not having as yet recovered its ordinary activity after the shock it received by the commercial panic and perplexities; whilst in India war is disturbing the ordinary course of things, and thus the metallic, as well as other products, do not come up to the average consumption. It is hoped, as the season advances, that more activity will spring up, both in the home and foreign trade.

The demand for shares has been limited during the past week, and there are no very striking improvements to refer to, although several mines are looking well and gradually improving. It is stated that South Frances is looking better, and prices have somewhat advanced. The fact also of this mine having prevailed, at least for the present, in the lawsuit with West Basset, may tend to give a better tone to the share prices. Wheal Buller shares have also advanced; the mine is looking well, and will probably increase returns. Alfred Consols shares have been flat, but have again somewhat advanced. West Basset is in an improving state; the levels west of the engine-shaft are opening up a good mine. Great South Tolgus looks very promising in Lyle's shaft, and there is a good lode in the 70, worth from 30*l.* to 40*l.* per fathom. North Frances offers favourable features at different points, and, with perseverance, the mine will no doubt be successful. North Roskear shares have advanced. At Boiling Well there is a good lode in King's shaft; if it does not make a course of ore in depth, present appearances are very deceptive. At Wheal Ellen a call of 12s. 6d. per share has been made. Porkellis United is reported to be looking better.

I happened to be at the Bodmin Assizes on other business, and heard the trial of the case between South Frances and West Basset Mines. It would be difficult to go into details without a plan, but the main features of the case may be easily presented. West Basset was formerly called Wheal Haste. The sett of Wheal Haste was granted by Lady Basset in 1835; in 1852 it was surrendered, and West Basset sett was granted with the same limits. South Wheal Frances consists of two setts, called Grylis and Filtrick, granted in 1843, also by Lady Basset. West Basset bounds South Frances on the north, and the South Frances Filtrick lease stated that it was to be bounded on the north by Wheal Haste. The question, therefore, to be decided was,—what was Wheal Haste (now West Basset) boundary? The exact boundary was thought of no consequence for a long time, but, in 1853, South Frances drove a cross-cut north, and intersected a lode just about the place of the boundary between the two mines. South Frances cut the lode in the 80, and it turned out to be a rich lode. West Basset heard of this, and drove a cross-cut south to intersect the same lode, which they did in the 40. The underlay of the lode was such, that in the 80 it was in South Frances sett, and in the 40 it was no less positively in West Basset sett. There were negociations to try to come to a settlement of the boundary line, but they all came to nothing. The matter was put into the lawers' hands, and this action was the result. The damages were laid at 10,000*l.* by Wheal Frances, which mine was plaintiff; but it did not appear that they claimed for ore al-

ready taken from what they considered their right by West Basset more than about 1050*l.* West Basset acknowledged that they had taken something from South Frances' right, and paid into court 100*l.* by way of compensation. Levels had been opened by each party, and it was stated by plaintiff's counsel that the value of the ore already discovered in the disputed part of the lode was from 15,000*l.* to 20,000*l.* The question of the boundary line was explained in court by means of maps, and without maps it could scarcely be understood. The boundary line between the two mines was to be drawn from a boundstone at the eastern extremity of the setts to a house called John Vincent's house, at the western extremity. South Frances contended that the line was to be drawn from the boundstone to the north part of the house, and West Basset contended that it was to be drawn to the south part. From the north to the south part is about 4 fms., and in that small triangular space the rich part of the lode goes down, and is not far from perpendicular. The jury heard the evidence, looked at the maps, and decided in favour of South Frances; but the construction of the leases appears to be a question of law, and defendants have leave to move to enter a verdict for themselves. This, I am informed, they intend to do; so there will be more work for the lawyers. In the present action the question of amount of damages was agreed to be settled by reference to some mine agent appointed by both parties. The legal gentlemen must have reaped a good harvest from this trial. West Basset retained Mr. Lush, of the Home Circuit, whose retainer was 300 guineas; and South Frances case was led by Mr. M. Smith. It would be much better for these two mines to settle their differences by arbitration, than be thus furnishing the pockets of the lawyers.

REPORT FROM YORKSHIRE, DERBYSHIRE, AND LANCASHIRE.

[FROM OUR CORRESPONDENT IN CHESTERFIELD.]

MARCH 25.—The prospect of an Indian loan does not appear likely to produce any depressing effect on the money market, or depression in the iron trade. The cheapness of money has not produced the beneficial results to trade which some prophets indicated it would. The recent lamentable results of overtrading and reckless credits have left their effects, and we hope they will not be without some advantage to the commercial community. Great caution is now exercised by bankers with accommodation bills, and a wild spirit of speculation, which might otherwise ensue, is checked. There has been no change of importance this week. This is a dull period, and as the preliminary meeting of the trade is to be held next week many orders are being held back, in anticipation of a further change in prices, which is not probable under present circumstances. The rates for first-class iron have been well maintained, but inferior makes have been sold on easier terms.

The Coal Trade is tolerably active, but not generally so brisk as is usual for the season of the year. The demand is gradually improving, but the augmentation in the supply checks the increased demand.

The spirit for mining enterprise in Derbyshire appears to be going ahead. Two new mining companies have been formed this week, and there is a probability of an additional two being commenced next week. The two companies alluded to are the Haslam Pipe and Shining Rock and the Robin Hood, both situated at Matlock. A meeting of the promoters of the Haslam Pipe Company was held on Tuesday, when it was agreed to raise 1200*l.* in 1*l.* shares, the whole of which were taken up at the meeting, and a number of applicants were refused. The committee were appointed, and arrangements made for obtaining the title, which was to be purchased for 100*l.*, the owners of it subscribing 40 shares. It was stated that no steam power would be necessary, and the opinion of the miners present was that not one-half of the proposed capital would be required. The next meeting will be on April 6.

The Robin Hood Company's meeting was held at Matlock, yesterday,—Mr. Brown, of Matlock, being in the chair. Mr. stone, solicitor of Wirksworth, attended and read the rules, which it was proposed to have registered under the provisions of the Limited Liability Act. The owners of the title to this mine intimated their intention to transfer their interest in the mine for 130 shares, 1*l.* each, which were to be considered as fully paid up. There had been several previous meetings of the promoters, and a committee of directors appointed to work the property. The number of shares 1200, of 1*l.* each, were all taken up, the principal portion of them being held at Matlock. A meeting of the proprietors of this company was agreed to be held on April 7.

The Stoney Way Mine, at Matlock, is suspended for the present until the tenders for sinking the shaft are let. It is very probable that a further amount of capital will be required to develope the mine. The Mill Town Mine will have about 150 loads of ore to measure this month.

The Mill Dam Company intend to commence an engine-shaft without delay. The following is the last report received from the agent, dated the 19th inst.:—"The under workings of the mine have been altogether at a stand during the week, owing to a large influx of water occasioned by the thaw. I think we can resume working on Monday morning. The Hill Top Mining Company have been in the same way. We shall measure about 20 loads of ore next week, got in the top workings of Gateside. There is a measure of hillock ore to-morrow at Mill Dam, the greater part of which was got before the [illegible] of the Mill Dam shaft, which are at present under water. We understand that the water can be emptied into the level by a hand-pump.

Mr. Badger held an inquest at Sheffield, on Monday, on the body of a collier named M. P. Gregory, 62 years of age, who was employed in the Loop House Pit, the property of Messrs. Dunn and Co. The deceased, contrary to rules and the express orders of the youth in charge, rode in some empty waggons which were being drawn to the bottom of the shaft, when the rope broke; the deceased got out, and was run over and killed by some full waggons.

If mining companies had been as free to give information as to contradict reports, there would have been no necessity for Mr. Charles Esam to have stepped beyond the pale of his sanctorum into the columns of a newspaper. Public companies, and especially mining companies, are too prone to keep their doings quiet. A sale of ore is duly chronicled, but if any change takes place adverse to the interests of the company, or likely to exercise an influence on the value of shares, and a poor unfortunate correspondent makes enquiry, the response is generally evasive. A greater spirit of candour and communication is desirable, and the sooner it is shown the less errors will take places. The information we received respecting the Eyam Company was derived from that we considered a creditable source. There was no motive or intention to misrepresent the true position and affairs of the company.

THE IRON AND METAL TRADES OF STAFFORDSHIRE.

[FROM OUR CORRESPONDENT IN WOLVERHAMPTON.]

MARCH 25.—Great flatness undoubtedly prevails in all the principal trades of this district. The preliminary meetings of the Ironmasters' Association, which should have taken place this week, is fixed for Thursday next, at Birmingham. No change is anticipated in prices, but the demand is at present very slack. The slight indications of an improved American demand, which appeared a few weeks ago, have not been followed by any decided improvement, whilst there are hardly any continental orders. The end of a quarter is usually rather slack, and with the "hand to mouth" trade, which has lately prevailed, any stoppage of orders is seriously felt. Hitherto prices have been well maintained by the leading houses, but some of the smaller makers accept 7*l.* 10s., and in some cases a shade less, for bars. In North Staffordshire the trade is equally bad, and their bars are being sold in Liverpool for 7*l.*, the quality not enabling them to command the same price as South Staffordshire make.

The hardware trades are equally depressed. Irish orders keep up fairly, and the last mail brought some orders from Calcutta and Bombay; India and the Cape of Good Hope being almost the only foreign markets for which there is now any demand. There appears to be a pause in trade. Everyone is waiting for a movement, which is long in appearing. Tin was reduced 5s. per cwt. on Tuesday, which plainly shows how uncalled for were the previous recent advances. Further reductions are not deemed improbable unless the demand improves, and a further fall in copper would cause no surprise.

The notice by the colliers west of Dudley for the restoration of the 1s. per day reduction in their wages expires on Saturday; but in the face of a greatly reduced demand for iron, and a gradual diminution in the demand for domestic coal, it is hardly likely the men will attempt to enforce it.

During the late brief resistance of the puddlers to the reduction of 1s. per ton in their wages, it was proposed to establish an association for the protection of their interests, and an attempt is now being made to realise it. The proposition submitted to a small meeting held on Monday last is for two delegates to be appointed from each work, who shall meet together quarterly, as the ironmasters do, to take joint action on the question of wages and other matters affecting their interests; and they propose, what the masters formerly proposed, that puddlers' wages should rise and fall with the price of bars, being 5 per cent. of the trade price of that kind of iron. A meeting to confirm this is fixed for Monday next. Should there be a tolerable certainty of this being adhered to by the men, probably the masters would be inclined to fall in with it, but the late strike is felt by the latter to have been very unreasonable, and has somewhat impaired faith in the workmen abiding by any permanent agreement.

An inquest on the body of one of two men killed by a fall of roof in a colliery belonging to Lord Ward, near Dudley, on the night of the 18th inst., brought to light the fact that the third man at work in the pit was half an hour before he could make any one on the surface hear after the fall took place, and then it was only from a young man and woman accidentally passing that he could make known the fact that two human beings were buried beneath a mass of earth. There was no watchman about, and when at length the poor fellows were extricated one of them was quite, and the other nearly, dead—the last dying in a few minutes. Mr. Brough, Government Inspector, has in his report last year, and on many occasions, condemned the practice of working thick coal by the method adopted in this pit as very dangerous, and has urged the adoption of the plan pursued in the collieries of Mr. Foster, M.P., and Mr. Gibbons.

Mr. S. Griffiths came up for his last examination on Monday, but the accounts not being completed it was adjourned to April 12. The household furniture of this bankrupt and of Mr. W. T. Riley has been sold by auction, and high prices were given for the numerous rare and costly articles which they had collected.

More truck cases have come before the magistrates this week, and a conviction occurred in one instance, some other cases being adjourned. It was stated that the miners at one work had been paid for many weeks entirely in goods.

The long-continued depression in trade necessarily leads to much distress, but the pressure upon the poor-rates is by no means so greatly increased as might have been anticipated. In Birmingham especially, where a considerable portion of the trade consists in the manufacture of ornamental articles, the want of employment is severely felt, and special efforts are being employed to give relief to artizans who are deprived of their ordinary means of support, and in Bilston and the potteries similar measures are being adopted.

At the annual meeting of the Lichfield Diocesan Board of Education, held this day week, Earl Dartmouth and the Bishop of Lichfield referred in terms of warm eulogium to the efforts made by the Messrs. Bagnall and some other ironmasters in South Staffordshire, to promote education amongst the children of their workmen, and the Bishop stated that the Earl of Granville was about to establish similar schools for the children of the men employed at his extensive ironworks in North Staffordshire.

REPORT FROM MONMOUTHSHIRE AND SOUTH WALES.

[FROM OUR CORRESPONDENT IN SOUTH WALES.]

MARCH 25.—A greater feeling of confidence has been generally manifested this week, in consequence chiefly of the advices from America, which are more favourable than they have been for some time past. It is now believed that the losses through the late panic sustained by those houses which transacted a good deal of business with the States will not be so heavy as was at one time thought, and consequently better hopes are entertained of a speedy improvement taking place in trade. It is considered by those who are well competent to form an opinion in the matter that it will take a twelvemouth to enable our manufacturers to recover from the effects of the protracted depression, but with a little more animation we should think less than the period named would place us in a satisfactory position. There have happily been no failures during the winter, and the losses have been indirect, although in some instances heavy. In Glamorganshire the strikes, as we have before pointed out, occasioned no inconsiderable part of the mischief, and there is still a disaffected spirit prevailing among many of the men. In the Rhondda Valley slight disturbances now and then take place, especially when new hands are introduced. The colliers of Monmouthshire are much quieter, although we believe many of them are suffering under great privations. No advance is made in the rate of wages, and the recent reductions are still in force at all the works.

At the British Works, Abersychan, a man was killed on Monday by a fall of rubbish. The name of the deceased was Howells, and his death was purely accidental. A similar casualty has also occurred this week near Neath.

The intention of the Government to form a harbour of refuge in the Bristol Channel is exciting considerable interest in the South Wales ports. The inhabitants of Swansea contend that the Mumbles is the most suitable place, but those of Cardiff and Newport urge strongly the claims of Clovelly, in Bideford Bay. It is certain that a number of wrecks take place annually near the latter place for want of a harbour, and that were one constructed at Swansea much injury might be caused to the trade in the other ports. The subject is at present before a committee of the House of Commons, and no determination has been arrived at.

The docks are now tolerably well filled with ships, and more activity is experienced in the coal trade. Steam coal is being sent away in large quantities from Cardiff, and to a lesser extent from Newport. The demand for certain descriptions of iron is also good, rails being most easily saleable at about the same prices we quoted recently. There is comparatively a slight trade in sheet, but what is produced is readily disposed of. The copper manufactures at Swansea are better employed than they have been recently, but with regard to the tin works at Pontymoile and elsewhere in Monmouthshire we are unable to report any improvement.

We understand the Welsh mines belonging to the quondam Royal British Bank were sold at a small price compared with what the directors gave for them; and practical men are strongly of opinion that whoever purchases them will repent of his bargain. We some time ago described the position and the capabilities of these mines, and it is unnecessary to go over the same ground again; but we may add that the opinion we then expressed is confirmed by experienced surveyors, who have viewed the spot. A deal of money will have yet to be sunk before any profit is obtained, and then the result must be regarded as problematical.

One of the New British Iron Company's blast furnaces, at their Ruabon Iron-works, made the unprecedented large quantity of 1190 tons of pig-iron, of excellent quality, in four weeks.

We regret to record the death of Mr. Stephen Campbell, a gentleman for some years connected with the mining and shipping interests of South Wales. He was agent to Mr. Crawshay Bailey, M.P., and filled his post in a most exemplary and honourable manner. Mr. Campbell died on Wednesday evening at Newport, having been gradually sinking for several weeks.

INDUSTRIAL PROGRESS ON THE CONTINENT.

[FROM OUR PARIS CORRESPONDENT.]

PARIS, MARCH 25.—The state of inaction is unfortunately prolonged, and the prospect of improvement seems further off than ever. Two small lots of refinery pigs were sold the other day at 135 fr., showing that the price at which this class of goods has stood for the last four months, has not yet varied, nor does it seem likely to do so for some time to come. A few orders have been given for pigs for the second melting at the old prices: No. 1, 170 frs.; No. 2, 160 frs. What contributes to keep down the prices and diminish the request for this iron is the fact that the consumers, both in Paris and Alsace, can procure English pigs at a cheaper rate. The native masters are getting somewhat nettled by this state of things, and propose to drive English iron out of France altogether, not by prohibitory custom dues, but by active competition in all the sea-board towns of the empire. Against such a policy there can be no substantial objection. It does not interfere with the freedom of trade, and must benefit the consumer, by giving him a more extensive choice with respect to the nature of the supplies, even should their cost to him not be reduced. Should English importers and ironmasters suffer by the competition, which I do not think probable so long as the present Custom dues are not raised, they will not murmur and complain, as the native masters do now. At the present time Glasgow iron is offered in Havre at 307 frs. 50 c. per ton, for lots of 10 tons, and at 305 frs. for lots of 20 tons. Champagne iron would cost there for these quantities 335 frs. and 340 frs. per ton respectively. That the masters could afford to make a reduction of from 25s to 30s a ton I verily believe, and yet earn larger profits than the English masters. But if they sell their goods in Havre at 305 frs. a ton, will Paris consumers be content to pay 320 frs. for the same article, and which has not had the cost of long carriage to support? On the other hand, the Champagne masters have to compete with Belgian iron in the North, or with northern iron reduced within the French territory from Belgium ores and with Belgian coals, which sells easily at 300 frs. In addition to this active competition, there has been a great falling off in orders as compared with those which it is usual to receive at this season of the year. The prices stand—Rolls, at St. Dizier, 320 frs. to 330 frs.; Paris, 320 frs.; and in any of the intermediate Eastern Railway stations, 325 frs. to 330 frs. Rods, No. 21 and over, 360 frs. to 370 frs.; ditto, No. 20, 380 frs., and hammered irons, 370 frs.

In other metals prices follow the movements of your and the Amsterdam markets. The recent fall in copper determined by the Swansea smelters was promptly responded to here, and English copper fell 225 frs. the ton. Other coppers are quoted—Russian, at 3100 frs. to 3300 frs.; Lake Superior, 3000 frs. to 3050 frs.; Chili, 2850 to 2900 frs.; Australian, 3100 frs. to 3150 frs.; sheets, red, 3450 frs. to 3500 frs.; ditto, yellow, 3000 frs. to 3050 frs. Tin also followed the decline in the Dutch markets, and is now priced—English, at 3200 frs.; Banca, 3050 frs. to 3100 frs.; and Peruvian, 2900 frs. to 2950 frs. the ton. Lead is almost unsaleable and the prices purely nominal:—635 frs. and 750 frs. (sheets) the ton. The same may be said of Zinc, and advices from Hamburg speak of inaction and a downward tendency. The quotations are—Silesian spelter, 700 frs.; Vieille Montagne, 735 frs.; and sheets, 800 frs. the ton.

The Coal and Iron trades in Belgium are making satisfactory progress. The prices of coals have experienced no change, and the exportations by railways are important and well sustained. The long drought has offered serious impediments to exportation by canal and rivers. Great hopes are entertained that the recent fall of snow will restore the navigation of the Meuse. White pigs are in request at from 100 frs. to 105 frs. the ton; the exportation to Germany is considerable, and contracts have been entered into which will ensure full work to several establishments for many months to come. Grey pigs are also much sought after at 115 frs. the ton, but pigs for castings are dull, at 120 frs. to 150 frs. the ton. Merchant irons go off briskly at Liege, and have began to take the road into the heart of Germany. Plates are quoted at 320 frs. to 340 frs. the ton for Nos. 2 and 3, and are sold in large quantities to supply materials for the construction of numerous steam-boats that have been ordered. Most of the shops are in full work to execute the numerous orders for machines that have been received.

A mode of soldering cast-steel to iron has been invented by Mr. Rust, an inspector of salt works in Bavaria. In the first place, a powder is composed of 36 grammes of boric acid, 30 grammes of decrepitated sea-salt, 27 grammes of yellow prussiate of potass, and 8 grammes of colophony. The pieces to be soldered are brought together and cleansed from oxide, then raised to red heat, and the powder projected on the parts to be united, as much as will adhere thereto. The pieces are put back into the fire, fresh powder added, and, if judged necessary, sand of good quality, which is arranged as for ordinary soldering. They are then raised to welding heat, but not high enough to cause the steel to crack beneath the hammer. In order to preserve the steel as much as possible, the blast is directed on the iron; and, as the latter is generally larger and heats less rapidly than the steel, it is alone raised to red heat before the two are brought together, and the oxide removed by smart filing, on which the steel is immediately laid. As a proof of the excellence of this system, it is stated that, if the steel splinters on the anvil, and the pieces are treated as just described, they will be firmly united into a homogeneous mass. To weld steel to steel, a powder is used composed of 41 grammes boric acid, 35 grammes decrepitated sea-salt, 15 grammes yellow prussiate of potass, and 8 grammes of dried carbonate of soda, and the operation conducted as before, with, it is assumed, certain success.

REPORT FROM NORTHUMBERLAND AND DURHAM.

[FROM OUR CORRESPONDENT.]

MARCH 25.—We have no change of importance to notice this week, and few incidents worthy of notice have occurred.

J. Gibson, aged 14 years, was killed a few days ago by some stones falling on him while at work in the Monk Wearmouth Colliery. At this extensive concern about 1100 men and boys are employed underground and on the surface. The workings are very extensive. The colliery is situated a short distance north of the River Wear, and at the western boundary of Monk Wearmouth. It is admirably situated for local sale, and also for shipping, the coals being conveyed by a short railway to staiths on the River Wear. The workings now extend from north to south, a distance of about four miles. It is well known as one of the deepest coal mines in the world. It is remarkable also for the boldness of its engineering features, its powerful winding and hauling engines, and particularly for the drift-way, which commences at a depth of about 180 fms., and proceeds at a dip of one in six, a distance of a mile, where it cuts the coal in the main seam. The hauling-engine, which draws the coals up this drift, is placed at the surface, and it performs the work assigned to it in an admirable manner. This drift-way, and other works connected with this gigantic colliery, fully attest the energy, genius, and skill of Mr. George Elliot, who, it must be remembered, is one of the people, he having, like the late celebrated George Stephenson, raised himself by his skill and energy from the lowest to the highest rank in his profession. These works, we believe, came into the hands of the present proprietors a few years ago, for the sum of 100,000*l.*, and they afterwards expended about 30,000*l.* more in extending the works, and there can be little doubt that it is now a very valuable concern.

The re-opening by an influential company of the works at Bishopwearmouth, formerly held by Messrs. Mounsay and Janson, is likely to have a very beneficial effect upon the labouring population and owners of property in that locality.

The new Ryhope "winning" is being prosecuted most successfully under Mr. John Taylor.

We last week referred to the yearly bindings, and several of them took place on Saturday last: some were engaged at the old prices, while at others a slight reduction took place.

Three men, being workmen at the Shipcote Colliery, Gateshead, were summoned before the magistrates, on Tuesday, charged with a breach of one of the special rules of the colliery—the 8th rule, which refers to shafts, which provides that when men are to go up the shaft the onsetter (that is the man who has charge at the bottom of the shaft) is to give the signals, and allow no one else to do so. These men, it appears, left their work before the proper time, and, on arriving at the bottom of the shaft insisted, in defiance of the orders of the onsetter, in getting into the cage, and giving the signal for men to be drawn up. They were convicted, and fined in mitigated penalties, one being fined 13s. and the others 10s. each. This case ought to act as a caution to colliers, as they too often treat the rules with indifference, to say the least, although they are, undoubtedly, calculated to ensure their own safety and operate for the mutual benefit of employers and employed.

A scheme for draining the whole of the inundated pits on the banks of the Tyne, by means of immense pumps placed in some central position, has been proposed and favourably received. As I have before observed, numerous collieries have ceased simply through the influx of water being too rapid, and others are not so safe as they might be. A committee has been appointed to enquire into and report upon it to a future meeting.

The Institution of Mechanical Engineers intend to hold an extra meeting at Newcastle at the end of August or beginning of September. An influential local committee has been appointed, composed of the leading mechanical engineers of the district, to carry out the views of the council. Mr. Fenton, of Low Moor; Mr. Fothergill, of Manchester; Mr. Marshall, of Birmingham, are appointed a deputation from the council to meet the local committee, and to aid in the arrangements, &c. Mr. J. A. Harwell, of Gateshead, will act as local secretary.

ALTERATION OF COAL DEPOSITS.

M. Delesse, who has been occupied for several years with the investigation of the metamorphism of rocks, laid before the Academy of Science, in Paris, an account of numerous chemical and geological facts that he has ascertained. Those relating to coal are as follow:—

Fossil fuel presents a series of consecutive variations, passing from lignite, the first product of the alteration of wood, to the extreme products, anthracite and graphite. Sometimes these metamorphoses may be traced throughout beds of considerable extent, and in this case the metamorphism has been normal. Sometimes, on the contrary, they are limited to the neighbourhood of eruptive rocks, and are the result of accidental metamorphism by contact with those erupted masses. In the normal metamorphism the coal appears to be gradually deprived of its bituminous portion, while the amount of carbon is relatively increased; at the same time it becomes more compact, and the density augments. Finally, in passing into the crystalline state it becomes converted into graphite. In the metamorphism by contact, however, the alteration of coal is generally more complicated. In the first place, this must depend upon the nature of the erupted rock; it will, therefore, be appropriate to examine successively the alterations produced by lava, by granite rocks, and by trap rocks. When lava envelopes fragments of wood, they are always converted more or less into charcoal. Sometimes, however, only a kind of red charcoal is produced. The examination of such charred wood from lava in Auvergne, has shown, moreover, that it may be impregnated with mineral substances, especially carbonate of lime and hydrated oxide of iron. The granitic rocks, comprising true granite and quartzose porphyry, are rarely found in contact with fossil combustibles. Some few instances are known; thus in Lower Silesia, in the coal beds of Altwasser, the coal is converted into prismatic anthracite in contact with porphyry. This anthracite contains upwards of 15 per cent. of ash, consisting chiefly of oxide of iron. The coal found in the midst of granitic rocks has always lost the whole of its bituminous substance, and is converted into anthracite, or graphite. And even the laminæ of graphite disseminated throughout granite rocks, have very probably originated from coal, or from bituminous substances which they contained. Hitherto, however, coke has never been observed in contact with granitic rocks, and the alteration which this rock produces in coal is, therefore, to be regarded as of the same kind as the normal metamorphism,

The trap-rocks, consisting chiefly of a hydrated felspar, and comprising basalt, dolerite, hyperite, euphotide, diorite, and trap, properly so called, are frequently found in contact with various fossil combustibles, such as lignite, coal, anthracite, and even graphite. Sometimes the metamorphism appears to be little or nothing in these instances. At the Giant's Causeway, for instance, a mass of trap overlies a bed of lignite which does not present any signs of alteration. But generally fossil combustibles in this situation have undergone a metamorphism that is very easy to recognise. It is characterised either by the production of a combustible that is more compact, or by the formation of a cellular substance like coke. In the former case, the combustible in contact with the trap rock passes gradually from lignite into coal, anthracite, and even graphite, as in the case of contact with granitic rocks, and as in the normal metamorphism. In the latter case, the combustible has also lost its bituminous substance, but this has been effected by volatilisation; it has also become cellular, and presents the appearance of coke. The amount of carbon is relatively greater, as in the normal metamorphism, but the density has not augmented; and except when there has been impregnation with mineral substances it is, on the contrary, diminished.

When a fossil combustible has been metamorphosed by contract with a trap-rock, it generally presents a prismatic structure at the points of contact. This structure is presented not only by lignite, and by coal containing bituminous substances, but also by anthracite, and even graphite. Besides this, it is impregnated with different mineral substances, and consequently gives a large amount of ash, which renders it unfit for use. This amount of ash decreases in rapid progression, according to the distance from the point of contact, but the metamorphism, nevertheless, extends for a distance frequently of many yards, and in one instance at Blyth, in Northumberland, it extends 36 yards.

Among the substances with which fossil combustibles are impregnated the oxide of iron is the most frequent; then follows clay, which is sometimes ferruginous or magnesian. In some few instances zeolites and metalliferous minerals are met with. In natural coke, pyrites is also found, gypsum, and other salts.

When the fossil combustible is completely embedded in a trap rock, it is generally tolerably pure; but when it is merely in contact with such a rock, it may be highly impregnated with mineral substances. Small fragments embedded in volcanic rocks have sometimes been deprived of all their carbon, which is replaced by silica, or by carbonate of lime.

These are the principal facts relating to the metamorphoism of fossil combustibles, and they may be accounted for by very simple theoretical considerations. Thus, the prismatic structure so frequently observed in the altered coal, &c., has been supposed to indicate the prevalence of a very elevated temperature, from its similarity to the appearance of coke, originating from this cause. M. Delesse believes that this opinion is erroneous; for many instances are known of substances assuming this prismatic structure by simple desiccation, and this is the case even with some kinds of coal when merely dried in the air. The mere examination of the composition of fossil combustibles presenting a prismatic structure is sufficient to prove that they have not been subjected to a red-heat. In the first place, by calcination, their outward appearance is entirely altered; they disengage water and volatile bituminous substances, passing into the state of coke. Moreover, these fossil combustibles in contact with trap rocks, or even with granitic rock, have been impregnated with hydrated oxide of iron, clay, sometimes with quartz, sulphate of baryta, and even zeolitic minerals, all of these being essentially of aqueous origin.

It is, indeed, only where there has been a production of charcoal or coke, as in the cases of contact with lava and certain trap rocks, that the

intervention of heat is evidently indicated. On the contrary, the formation of lignite, of coal, anthracite, and, perhaps, of graphite, did not require the influence of a high temperature. It has taken place, in fact, throughout whole beds of these minerals, without the adjoining rocks presenting any kind of alteration that would indicate the influence of heat. The single fact, even, that the fossil combustibles produced are more and more compact, proves that the separation of the bituminous substance has not been effected suddenly by volatilisation. It is even probable that this substance has been very gradually dissolved out by the action of water charged with saline substances, extending over incalculably long geological periods.

TUXFORD'S "STEAM HORSE," OR TRACTION ENGINE.

The application of the Traction Engine, or Steam Horse, appears to be gradually progressing, at least for distant lands. The Messrs. Tuxford and Sons, of the Boston and Skirbeck Ironworks, Lincolnshire, shipped last week at Liverpool another of these mechanical productions for Cuba, with a series of cars, drays, ploughs, &c., for attaching to it. This engine forms the third shipped within the last four months for the same gentleman, Senor Slacido Gener, of Matanzas. They are all intended for sugar plantations, and are to plough, to draw cane from the fields to the mill, and to carry the manufactured sugar from the mill to a railway station a few miles distant. It may now, from the evident success of this particular form of engine, be interesting to have defined what are the essential features in the mechanical arrangement of the Messrs. Tuxford's Traction Engine, or Steam Horse.

1st, then, must be specified Boydell's patent Endless Railway, applied to the wheels.

2.—That these engines have but three travelling wheels, two of which of large diameter, and of great strength, support the chief weight of the engine and impel it; whilst the third or steerage wheel guides the engine in making curves and turns, and sustains only a sufficient portion of the weight of the engine to cause it to take a proper bite or hold upon the ground for effecting the curve.

3.—That driving gear complete is furnished to each of the impelling wheels, through which the power from the two engine cylinders can be given off equally to each wheel, or a greater power to one, and less to the other, or either of the wheels can be detached from the power instantaneously, and without shock or jar. This instantaneous connecting or disconnecting of the power with the wheels will tend materially to the bringing into use the traction engine; it facilitates the management of the engine when in operation, and aids and enables the steersman to turn to either hand in a very limited space. The operation is effected by means of an expanding clutch box, an invention of the Messrs. Tuxford. This clutch box, or coupling apparatus, and the three travelling wheels, are such distinguishing features in this Traction Engine that its arrangement through them will most probably be distinguished by the term of "Tuxford's principle of Traction Engine."

4.—The engines have upright cylinders, and are enclosed within an iron house, a most important arrangement, particularly when the engine has to travel over wet and plastic soils, as its working parts are protected from the lumps of soil which are scattered on all sides by the action of the Endless Railway shoes or slippers.

5.—The centre of gravity in these engines is brought particularly low down, partly from the axle of the impelling wheels being lowered for the boiler to drop into, instead of being straight and having the boiler placed over it; and partly from the cylinders and other of the working parts of the engines being fixed quite low at the end of the boiler, and not mounted on the top of the boiler, after the ordinary arrangement of the portable engine with horizontal cylinders.

Having now given the principal features of Tuxford's Traction Engine, it may be well to illustrate its tractive power, made up from a report relative to the testings to which each engine was submitted, under the inspection of Senor Gener, before he passed them on their completion.

The first engine traversed the roads and lanes in the neighbourhood of Boston, and for several miles around, with a train behind it of five portable steam-engines, a combined thrashing-machine, and a loaded wagon. The total length of train, including traction engine, was 145 feet, the gross weight 33 tons, the speed from two and a half to three miles per hour, the consumption of coal 1 cwt. per hour. This engine, as well as the others referred to, traverse the streets of the town with trains behind them, making turns in some places from one street to another at right angles with each other.

The second engine, beside drawing a similar load, had a large car prepared for carrying three tons of sugar canes, and fitted with endless railway wheels, also attached to it; into this car about fifty people were placed standing. The operations of the engine were pronounced very satisfactory: as it passed through the town it made several circuits around the ornamented lamp in the centre of the Market-place.

The third engine, after being passed by Senor Gener, was on a subsequent day inspected by Mr. Boydell and Mr. Hemming, the Secretary of the Traction Engine Company; by three Russian gentlemen from St. Petersburgh, deputed by the Imperial Government of Russia to examine and report upon it; by some railway contractors, &c. The route selected on this latter occasion differed from that chosen for the former engines, so as to test the qualities of the engine in making ascents. On one portion of the route, after crossing the East Lincolnshire Railway, was a bridge, with a long rise to its crown of *one* foot in *twelve*. This difficulty was surmounted by the engine with its train behind it. On another portion of the route, which was passed without difficulty, the road in a distance of 140 feet made a bend at a right angle, rising at the same time, and for a length greater than the whole length of the train, one foot in eighteen. The length of the train, including engine, was 154 feet, the gross weight 42 tons, the weight of the engine itself being 13 tons.

It may be necessary here to remark that the Messrs. Tuxford construct four different sizes or powers of traction engines; that those supplied to Senor Gener were size No. 2; that in their contract the makers were bound to supply engines capable of drawing 12 tons after them, but in these testing trials more than double that weight was drawn after them and over the inclines referred to.

The speed at which the engines travel vary from two to four miles per hour, according to the weight drawn, and the elevations which have to be surmounted.

One cwt. of coals per hour was the consumption during the last trial.

LOCOMOTIVES FOR COMMON ROADS.—An invention has recently been patented for an improved mode of constructing locomotives for common roads and for agricultural purposes, which consists in driving the main wheels by friction of contact or other wheels, in order that the wheel at either side of the engine may be worked, irrespective of the other when required, the engine being thereby under better control. Upon the main wheel he secures logs of wood or iron, somewhat broader than the tyre, to prevent the wheels becoming clogged with clay, &c.

IMPROVEMENTS IN PERMANENT WAY.—An invention has just been patented which consists in forming the joint and other chairs of the permanent way of railways of a combination of wrought and cast-iron, the latter being cast on to the former, and the two, when combined, forming a chair in one piece or mass; the arrangement being such that the rail is held in the chair on the same principle as a piece of iron is held in a vice when being operated on by a workman; the bolts and nuts, or keys, which secure the rail to the compound chair are thus prevented from slacking back or becoming loose. The cast-iron portion of the compound chair may be cast on to the wrought-iron portion about the centre of its length, or at each end of it, or both, and the cast-iron portion may be increased in dimensions so as to form the sleeper or bearing which carries the upper structure of the permanent way on the ballast. The invention has been patented by Mr. Fenton, Low Moor Iron-works; Mr. W. Thompson, jun., Wakefield; and Mr. T. Snowdon, Middlesborough-on-Tees, and its novelty and value consists in casting the cast-iron parts on to the wrought-iron part, and further that any tendency either to elevate or depress the rails has the effect of keeping the bolts and nuts from getting loose. The *Mechanics' Magazine*, from which we gather the above information, remarks that the compound joint-chair not only enables the rails to be made nearly or quite as strong at the joints as at any other part, but also gives equal elasticity throughout the whole length of the road. The wrought-iron saddle-piece is cast into the intermediate chair and sleeper, partly for the purpose of extending the bearing of the rail in them, but both the joint and intermediate chairs—the wrought-iron box girder in the one, and the wrought-iron saddle-piece in the other—by their elasticity perform the important function of preventing the underside of the rail from being galled or cut, which is invariably the case when it rests on the cast-iron chair direct. They also prevent that jar or harshness of motion which is so objectionable in running over the cast-iron roads now in use. When it becomes necessary to turn a rail the under side will present as smooth and even a surface as when first laid down, instead of being indented at every chair. A portion of this permanent way, both with wood and with cast-iron sleepers, has been laid down on the Lancashire and Yorkshire Railway for upwards of six months, where the trains passing over it are most numerous, and many of them of the heaviest description; a very large amount of shunting is also daily going on over it, yet, as we are informed, it maintains a "true stop," and keeps better in line than any other permanent way yet laid down; and further, the cost of platelayers' labour is reduced to such an extent that the patentees are prepared to maintain this permanent way on any line of railway at 30*l.* per mile per annum less than the ordinary road now costs.

COMPOSITION FOR COATING SHIPS OR VESSELS.—Mr. Szerelmey, Peckham, provisionally specified some improvements in preparing combinations of materials for obtaining tightness and durability of wooden and iron vessels, which are thus produced:—In 36 lbs. of lime water boil 6 lbs. of alum, 3½ lbs. of sulphate of copper; this is composition A. Then boil in an iron pot 18 gallons, (prepared by mechanical process) of well purified linseed oil, 2 lbs. of common Prussian blue, 4 lbs. of copperas, 4 lbs. of brown umber; as soon as this composition takes fire, extinguish it with a suitable cover and let it cool; this is composition B. Then take ashes of coal, 10 lbs.; burnt argillaceous earth, 10 lbs.; calcareous silex, 10 lbs.; and pulverise it, and add water till the whole is reduced to a thick paste. Then grind this paste and dry it again in the air, afterwards add to this substance 2 lbs. of litharge, 2 lbs. of sulphate of copper, and so much of composition B till it becomes a thick paste, which grind again, and thin with a little turpentine; this is composition C. Then melt in another pot 30 lbs. of asphalte, 3 lbs. of brown umber, 3 lbs. of red lead, 3 lbs. of gum animi. When these ingredients are melted add 5 gallons of linseed oil, and let it boil until it becomes quite thick, then take it from the fire and add 2 lbs. of sulphate of copper, and as much turpentine as is necessary for painting; this is composition D. The ship is treated thus:—The wood before it is used in the construction of the ship must be thoroughly dried. When the ship is so far advanced that the lower parts can be painted, make use of the above composition in succession. Paint the wood in all directions with the boiling hot composition A, so that it can thoroughly penetrate it. When the wood has thoroughly dried paint the same places with composition C, and let it dry; then paint it with composition D, and when this is half dry cover it with ashes of coal and let it dry afterwards. Polish with pumice stone. Then give it another coating of the same composition, and the ship can go to sea three or four days afterwards. Wooden vessels which are sheathed with zinc or copper, and also iron vessels, are treated in the same manner, except that the painting with composition it is omitted.

MADAME TUSSAUD'S EXHIBITION.—Another relic of the great Napoleon has just been deposited among the highly-interesting memorials of that great man. It is the tail of the celebrated Arab charger of the Emperor, and rode by him at the great victory of Marengo, and almost all remarkable occasions of Napoleon's life, the last at the review in the famous Champ de Mai, in 1814. This celebrated horse was given to Napoleon by Ali Pacha, was of the pure Arab breed, stood 15 hands high, and colour white, was brought to this country in 1823, died in 1829, aged 37 years, and was buried under a handsome monument at Glassonbury, Cranbrook, Kent.

WEEKLY LIST OF NEW PATENTS.

GRANTS OF PROVISIONAL PROTECTION FOR SIX MONTHS.—D., R., and G. NURSE, Machan, Monmouth: Coating metals, and in apparatus connected therewith.—S. BOULTON, Everton: Products from materials used in the manufacture or purification of gas.—J. N. HEARDER, Plymouth: Submarine telegraph cables.—BOUCHARD and CLAVEL, Paris: Substitute for red lead, either as a cement for joints, or a coating for preserving metals.—J. W. CLARE, Surrey-square: Stopping or retarding railway engines, carriages, and trains, and communicating signals between parts of a train.—C. SANDERSON, Sheffield: Malleable iron and steel.—H. DOULTON, Lambeth: Smoke and air flues.—J. E. FOYNTER, Glasgow: Illuminating oil.—L. F. CORBELLI, Florence, and V. RIATTI, Modena: Extracting aluminium from its compounds, and at the same time obtaining proto-chloride of mercury.—G. CARTER, Mottingham: Steam engines and machinery for propelling vessels &c., in water, and other purposes.—S. WALKER, Birmingham: Tubes of copper and alloys of copper.—W. RIDDLE, Liverpool-road: Wrought-iron nails.—S. F. OSMOND, Ramsbury, E. D. COLLINS, Newbury: Ploughs.—J. S. RUSSELL, Westminster: Preserving the bottoms of iron ships and vessels.—A. WALLIS, C. HASLAM, Basingstoke: Engine, machine, and other like bearings.—E. A. L. D'ARGY, Batignolles, Paris: Rotary hydraulic blowing engine.—P. LE CAPELIAN, Blackfriars-road: Dry gas meters.

METALLIC PISTONS.—Mr. John Tickle, West Bromwich, has invented some improvements in metallic pistons, which consist in forming the outer surface of any convenient number of rings, each being cut or divided in an oblique direction. He next uses a ring or rings, fitting within the rings before described, divided in a line parallel to its axis, and against this inner ring two or more bolts are secured in a radial direction adjusted with set screws, the inner ends of which bolts bear against suitable springs, which exert their force in a radial or outward direction. At the outer end of one of these radial bolts a wedge or angle piece is fixed, which fits in a corresponding angle formed at the division of the inner ring or rings, so that by means of a set screw on this bolt, the angle piece may be forced outward, which will increase the circumference of the ring or rings in immediate contact with it; and this ring or rings fitting within the outward rings will, of course, cause them to expand likewise. This mode of adjustment will cause a piston, say of about 15 in. diameter, to expand or contract about three-eighths of an inch, more or less, which is sufficient to meet the requirements of the first adjustment and subsequent wear. The piston-rod may be attached to the centre or boss of the piston in the ordinary way; thus this arrangement of piston may at all times be adjusted to the greatest nicety by the turning of the screw in connection with the bolt or angle piece, as described.

IMPROVED SYSTEM OF RAILWAYS.—Mr. J. C. Haddan provisionally specified some improvements in the construction of railways, which consists in disposing two lines longitudinally one over the other, and in arranging such combined ways with lifts or inclines for shifting the carriages from one line to the other. He also proposes some improvements in carriages to be used on such roads, which consists in forming them with the floor or bottom lying below or nearly at the level of the rails. He proposes to occupy the middle portion of wide streets, and over each portion to erect a simple wooden platform, carrying from at two or more levels above the surface of the ground; the bottom or ground level being intended for slow traffic.

TURBINES.—Mr. P. Fontaine, of Courcelles, near Pontoise, France, has invented an improved turbine, which with a fall of 50 metres will make 800 revolutions per minute. To overcome the enormous friction caused by such rapidity, he arranges an oil reservoir, which revolves with the turbine, the capacity of the reservoir being such that the oil has only to be renewed, say, every three months. The oil cannot escape, but may be turned off by a tap below the turbine.

PURIFICATION OF GASES.—Mr. Samuel Clift, Manchester, in the purification of gas, takes sulphate of alumina, crushed into small pieces about the size of peas, places it in the ordinary purifier until charged with the impurities. He then removes the vitiated alumina from the purifier, dissolves out the soluble parts in hot water; when settled he draws off the cool liquor, which crystallises into alum; the uncrystallisable liquor he boils until it becomes sulphate of alumina, and then uses it over again.

IMPROVEMENTS IN THE MANUFACTURE OF CHAIN CABLES.—Mr. Wm. Bayliss, of Monmore-green, Wolverhampton, has recently specified his patent for this invention, which he states relates to the part that is put between the links of such chain, such part being called studs, which have heretofore been made solid; whereas his invention consists in making them hollow, either of drawn tube, or of cast, malleable, or common iron, according to the quality or description of chain he may wish to make. If made of wrought-iron tubing, the tubing may be made in the ordinary way in which such tubing is usually made—the joint being welded together in the process of making, and the tubing from which studs are intended to be made may be round, oval, or other desirable shape in its transverse section; such tubing may be cut off in desirable lengths, and put between a pair of tools, and by means of a blow, or pressure, the ends may be hollowed to fit or suit the transverse sectional curve of the link, so that when placed between the link, and the link reduced to its proper oval form, such studs will be securely held within the link. The giving of this form to the ends of the link may be done cold, but in some instances it may be desirable to perform this operation while the link is in a red or heated state. Studs made or formed of cast-iron may be cast hollow by the process well understood by general founders, by laying in a sand or other core or chill, which core or chill may be removed after the stud has been cast. Hollow studs, moreover, greatly lessen the weight, but considerably increase the strength, which is occasioned by the stud giving to the link when subject to more than an ordinary strain, which is not the case with solid cast studs, as they act as a lever between the links, and thereby too frequently occasion breakages.

SAFETY VALVE.—Mr. Clarke, Newark, New Jersey, has patented an invention which consists in constructing and arranging within the boiler, in a box globe, or cylinder, an inverted valve, opening downwards, and pressed up to its seat from below by a spring. When the steam pressure is greater than it should be, or the common outside valve has been overloaded, this valve, which is inaccessible to the engineer, opens and allows the steam to escape.

RAILWAYS.—Mr. Thomas Webster, Paris, proposes a chair or support made of two pieces of angle iron, one side of which is formed to fit the section of the rail. The other side of the angle iron is flat and fixed to the sleeper. He also proposes to attach the tongue or movable rail of the switch firmly to the fixed rails, by means of fish-plates, the flexibility of the tongue rails being sufficient to allow them to bend to the requisite extent.

RAILWAY CROSSINGS, POINTS, AND SWITCHES.—The value of wrought-steel is now becoming better appreciated in this country, and its superiority in the construction of the permanent way of railways is very generally acknowledged. An invention has just been patented by Mr. E. Maw Doncaster Ironworks, Yorkshire, in which the point, wing, and check rails of crossings, and the stock and tongue rails of switches are made of wrought-steel, and in order to give strength and stiffness to crossing, horizontal bars of angle iron are used between the wing rails, the points, and the point rails, and such rails and strengthening bars are bolted at intervals. Similar horizontal bars are used between the stock and tongue rails of switches, to give strength and stiffness thereto, and are fixed to the stock or to the tongue rails. The tongue rails of switches are also made with ribs on the inside and outside.

ROCK BORING MACHINE.—Mr. H. P. Hughes, of Coetmor, Llanllechid, proposes to raise the jumper by means of two eccentric sheaves instead of levers, springs, &c.; when the full sides of the sheaves come round they close on and press the jumper so that it is carried up with them, and *vice versa*. The body of the jumper is small, but is made heavy and steady by a moveable weight attached to the top, by means of an iron wedge driven into an opening in the middle of the top of the jumper.

NOVEL MATERIAL FOR MAKING PAPER (patented by D. Lichtenstadt, of Castle-street, Middlesex, per agency of Campin and Co., 156, Strand).—"There is nothing like leather," says the currier in the fable, and this appears to be the idea of Mr. Lichtenstadt, for he purposes making paper, &c., out of that substance. His method of doing this he thus describes:—To make pulp for manufacturing paper I take leather, or any kind of animal fibrine, whether in large or small quantities, shavings or shreds; with regard to leather or tanned animal fibrine, in order to extract the tanning, which is necessary to be done, so as to render the animal fibrine suitable for paper pulp, I treat it with caustic lime, or limy matter, mixed with sal-ammoniac, ammonia, or ammoniacal compounds, in order to remove the caustic liquor. After this, the animal fibrine so treated should be washed in acid liquor, and must then be washed in clean water, when, after being well pressed, it can be made into pulp in the usual way; and it may be used alone, or with any quality of rags or other material for making paper, and other pulpy substances, such as milboard, pasteboard, or papier mache. With regard to animal fibrine not tanned, it must be first cleaned with caustic lime, or limy matter alone, and cold caustic potash, and then mixed up with gypsum, and used with old rags or other paper-making materials, or alone.

IMPROVED SYSTEM OF MOULDING AND CASTING.—At the Institution of Mechanical Engineers, Mr. Robert Jobson read a paper, the object of which was to facilitate the operations of moulding and casting by the use of machinery. The moulding machine consists of a table carrying the pattern to be moulded, on which the moulding box or flask is placed, and rammed up with sand in the usual manner. The moulding table is then turned completely over, turning upon a large horisontal axis at each end, the weight of the table and box being counterbalanced by adjustable weights. The pattern is withdrawn by means of a screw, leaving the mould undisturbed, and the moulding box is then supported on a movable platform brought up by a hand lever underneath the moulding table, and is detached from the table and lowered steadily to the ground by means of the platform, which works in vertical guides and is balanced by weights. The pattern being then replaced, the moulding table is turned over into its original position to receive the next moulding box, and the first box is removed for casting. In order to expedite the process of casting so as to fill the moulds as fast as they leave the moulding machine, a stationary casting ladle is employed, supported in a frame fixed on the ground, and turning upon a spindle which passes immediately under the lip of the ladle, so that whilst the ladle is tilted for pouring the metal into the moulds, the lip remains nearly stationary, and the stream of metal falling always in the same place the moulds have merely to be brought in succession to that point, thus avoiding any delay for adjusting the position of the ladle before pouring. The ladle is tilted by a hand lever, the ladle and metal being nearly counterpoised by a balance weight, and the caster readily tilts it with one hand, while he skims the metal with the other. The moulding machine and casting ladle have been employed for casting railway chairs and other work, each machine producing more than double the number of castings obtained by the best process previously in use, with great accuracy of work, and a very important reduction in the cost of the process, from the saving of the labour expended in lifting and moving the moulding boxes and patterns. One of the moulding tables with patterns was exhibited, and specimens of railway chairs and wedges cast by the process.

NEW GRANADA COMPANY.—Notice is hereby given, that the SIXTH ORDINARY GENERAL MEETING of the company will be HELD at these offices on Tuesday, the 6th April next, at Two o'clock in the afternoon precisely, for the purpose of submitting the accounts, balance-sheet, and reports of the directors and auditors for the year ending 31st of December last, to the shareholders for approval.

On this occasion Ambrose Moore, Esq., and George Copeland Capper, Esq., retire by rotation from the direction, and offer themselves for re-election.

The meeting will also have to elect two auditors for the ensuing year, and transact such other business as is appointed by the Deed of Settlement to be transacted at ordinary meetings of the said company.

Copies of the directors' report and the accounts will be ready for distribution to the shareholders at these offices on and after the 3d of April.

By order of the Board, GEORGE E. BREFFIT, Sec.
Gresham House, Old Broad-street, March 25, 1858.

THE MASTER OF THE ROLLS, AT CHAMBERS.
In the Matter of the JOINT-STOCK COMPANIES WINDING-UP ACTS, 1848 and 1849, and of the WHEAL HELEN MINING COMPANY.

BY DIRECTION of the MASTER OF THE ROLLS, the Judge to whose Court this matter is attached,—Notice is hereby given, that the said Judge will PROCEED, on Tuesday, the 20th day of April, 1858, at Twelve o'clock at noon precisely, at his Chambers, Rolls-yard, Chancery-lane, London, to SETTLE the LIST OF CONTRIBUTORIES of this company; and that after such list shall have been settled no party affected thereby will be allowed to dispute the same without leave of the High Court of Chancery first obtained.

GEO. HUME, Chief Clerk.
R. P. HARDING, 5, Serle-street, Lincoln's Inn, Official Manager.
HENRY NORRIS, 12, Southampton-buildings, Chancery-lane, solicitor.
Dated this 16th day of March, 1858.

TO BE SOLD, TWENTY SHARES in the LINZ COLLIERY COMPANY (LIMITED), situated at Burnupfield, near Gateshead. The proprietary are gentlemen of great influence and wealth, and the coal produced is of the first class for locomotive purposes. The mine is in full working order. The shares are £100 each, with £90 paid.—Address, "P. T.," *Mining Journal* office, 26, Fleet-street, London.

TO BE SOLD, CHEAP, ONE 36 in. ROTARY ENGINE, with fly-wheel and one boiler (near Plymouth).—For particulars, apply to Mr. HY. WILLS, 17½, George-street, Plymouth.

LADY BERTHA.—FOR SALE, THREE HUNDRED SHARES in this promising MINE, for immediate cash.—Address, "A. Z., 23, Bridport-place, Hoxton.

FOR SALE, from FIFTY to TWO HUNDRED SHARES in GREAT CARADON COPPER MINE, at 5*s.* per share, all calls paid.—Apply to Mr. R. SMITH, 12, Copthall-court, Throgmorton-street, E.C.

STEAM-ENGINE.—FOR SALE, a 48 in. DOUBLE ACTION HORIZONTAL ENGINE, 9 ft. stroke, cast-iron framing, fly-wheel 33 tons, with steam and feed pipes; quite new, made on the most improved principle, and well adapted for winding, stamping, pumping, rolling, blast furnaces, and other works. For particulars, apply to Mr. W. BROWNE, St. Austell.—March 25, 1858.

TO GASHOLDER MAKERS AND IRONFOUNDERS.—The Directors of the Newport (Mon.) Gas Company are prepared to receive TENDERS, with plans and specifications, for the SUPPLY and ERECTION of a SINGLE-LIFT GASHOLDER, 90 ft. diameter by 22 ft. deep, inside measure; with 10 cast-iron columns and girders, with guides, wheels, rollers, &c., for a brick tank, fixed complete. Sealed tenders to be sent in on or before Saturday, the 24th day of April next, addressed to the Directors of the Newport Gas Company, Newport, Monmouthshire, endorsed "Tender for Gasholder." The Directors do not bind themselves to accept the lowest, or any tender. By order,
Newport, Monmouthshire, March 25, 1858. JOS. BRYAN, Engineer.

THE ADVERTISER is OPEN to an ENGAGEMENT, at home or abroad. Has been in connection with blast furnaces, forges, and mills, and the general routine of the iron and coal trade, for 15 years; and for three years managed an important department in one of the largest engineering and contractors' establishments in England. References and testimonials of the highest class.—Address, "Alpha," care of Mr. Wm. Allan, engineer, Whitehaven.

WEST DOLCOATH COPPER MINE (LIMITED).
In 4000 shares, at £2 each, £1 paid up.
A GENTLEMAN, who has just invested £800 in this mine, being unexpectedly called to fill a lucrative situation abroad, is DESIROUS to DISPOSE OF HIS INTEREST. He purchased under the advice of the best mining agents of Cornwall.—Any number of shares to the extent of 800 may be had by applying to "J. O.," 18, Devereux-court, Strand, London, E.C. A sacrifice will be made.

SOUTH BOG MINING AND SMELTING COMPANY (LIMITED).—Notice is hereby given, that, in conformity with the Articles of Association, the SECOND QUARTERLY ORDINARY GENERAL MEETING will be HELD at the office of the company, 61, Moorgate-street, on Monday, the 29th of March, 1858, at Twelve o'clock precisely.

The Transfer-books will be closed from the 20th to the 29th inst., both days inclusive. By order, HIRAM WILLIAMS, Sec. and Manager.

THE WEST PAR CONSOLS COPPER AND TIN MINING COMPANY.—Notice is hereby given, that a GENERAL MEETING of the shareholders in this company will be HELD at the office, 117, Bishopsgate-street Within, London, on Tuesday, the 30th day of March inst., at One o'clock precisely.

By order of the Committee, J. H. MURCHISON, Sec. and Purser.
117, Bishopsgate-street Within, London, March 16, 1858.

ANGLO-MEXICAN MINT.—Notice is hereby given, that, in consequence of Easter Week, the ANNUAL GENERAL MEETING of the shareholders in this company will be HELD at the office, as under, on Tuesday the 20th, instead of Tuesday the 6th, day of April next. The chair to be taken at One o'clock precisely. ALFRED GODFREY, Sec.
Office, 5, Broad-street-buildings, March 25, 1858.

ST. JOHN DEL REY MINING COMPANY.—Notice is hereby given, that a BALLOT for the ELECTION of a DIRECTOR, in the place of E. Harry, Esq., deceased, WILL TAKE PLACE at this office on TUESDAY NEXT, the 30th inst., between the hours of Twelve and Four o'clock. Printed papers for voting will be ready at the office on Monday morning.

JOHN HOCKIN, Managing Director.
Dated 8, Tokenhouse-yard, March 26, 1858.

JOHN GLEDHILL AND CO., MINE AGENTS, SHARE BROKERS, AND GENERAL DEALERS.
MINING RECORDS OFFICE, 12, SOUTH PARADE, LEEDS.
Mines well selected are the best investments, paying from 15 to 30 per cent. on the outlay. They have to OFFER SHARES in most of the DIVIDEND and PROGRESSIVE MINES, and are ready to give every information relative to all mining matters.—Dated March 12, 1858.

PETER WATSON'S WEEKLY MINING CIRCULAR, AND SHARE LIST.
The difficulties which shareholders and the mining public have encountered in seeking correct prices of mine shares, &c., daily or weekly, has induced me, at the suggestion of several of my friends, to publish a "WEEKLY MINING CIRCULAR, AND SHARE LIST," which will be published every Friday (in time for post), and comprise the following heads:—
DIVIDEND MINE MEETINGS, showing the months in which meetings are held.
PROGRESSIVE MINES, showing when meetings are held.
ABSTRACT OF MINE MEETINGS.
DAILY RECORD OF PRICES, AND TRANSACTIONS IN MARKET.
MINING NEWS, AND REPORTS FROM MINES.
NOTICE TO SUBSCRIBERS.
WEEKLY SALES OF ORES—Copper, Tin, and Lead, with corresponding sales of last month.
METAL MARKET, showing any change in prices.
MINING SHARE LIST.—DIVIDEND, showing number of shares in each mine, amount paid per share, present market price, and of such as are only nominal, last dividend declared, amount per share, and date.
PROGRESSIVE, showing number of shares, amount paid, present market price, and a column of only nominal prices.
FOREIGN MINES.—SHARE LIST, showing number of shares, amount of shares, amount paid per share, closing prices, daily sales.

Every person interested in, or associated with, mining, particularly in Cornwall and Devon, would find it to their interest to subscribe to this "Weekly Circular," wherein I intend duly to announce any important changes in mines generally throughout the said counties (and elsewhere, so far as attainable), pointing out any favourable changes in lodes or stratification as they from time to time occur, and commenting on their respective merits.

It will be my constant endeavour to convey the best and most reliable information (derived from authentic sources) and advice, as a guide to the selection of mines most desirable for investment and speculation; also, to give the closest actual marketable prices of buyers and sellers. The supply and demand frequently enhance or diminish the market, over or under the intrinsic value of shares; whenever this is the case, I shall endeavour to point out the same, and my observations and suggestions will be based on legitimate mining, in connection with market operations.

Those who desire to have copies regularly sent them, will be supplied for an annual subscription of £1 1*s.*, or 6*d.* per copy. PETER WATSON.
57, Threadneedle-street, London, E.C., March 27, 1858.
N.B.—Mining captains specially appointed to inspect and report on mines.

THE PRACTICAL MECHANICS' JOURNAL.
Part 121, commencing the Eleventh Volume.
CONTENTS.—A Large Plate Engraving of Examples of Moving Cylinder Steam-Hammers, by Mr. Condie; 50 Wood Engravings, and 28 pages of 4to. Letter-press. Also, Original Articles on History of the Sewing Machine, Shovel Wheel Dredger, Pendulous Level, Gallery of Portraits of Inventors, Graving Dock and Floating Basin on the Clyde, Mechanical Notes from America, Gas Washing Apparatus, Steam-Hammers, Crossley's Glass Polishing Machinery, with Frictional Gearing; United States' Patent Laws, Johnson's Steam-Hammers, Longbottom's Drying and Carbonising, Johnson's Floss Silk, Wright's Annealing Glass, Cook's Coating for Ships, Blandford's Manure Distributor, Jackson's Covering for Preventing Facial Disfigurements, Edinburgh Machine Sewing Company's Corset Fastener, Prosser's Feeding Troughs, Blain's Spiral Chimney Top, Armstrong's Life Preserver, Sir H. Stracey's "Rackheath" Cartridge, Capt. Norton on Gun Cotton, Colouring Matters from Coal, Tar, Guano, and Grass; Safety Valve for Casks, Sulphurous Acid from Pyrites, Correspondence, Scientific Societies, Monthly Notes of Scientific Novelties and Memoranda, Patent Law Cases, List of Patents and Designs Registered, &c.
Longman and Co., Paternoster-row; Editor's Offices (Offices for Patents), No. 47, Lincoln's Inn-fields.

DAYS OF GRACE.
PROFESSIONAL LIFE ASSURANCE COMPANY, 41, PALL MALL.
By the 95th Clause of this company's Deed of Settlement it is especially provided—"That a policy shall not become void if the premium be paid within the space of 30 days next after such premium shall become due, notwithstanding the death of the assured shall have happened within such 30 days."
Every description of Life Assurance at the most moderate rates consistent with security. G. WINTER, Manager.

PROFESSIONAL LIFE ASSURANCE COMPANY, 41, PALL MALL.—Capital £250,000.
With a numerous and influential proprietary.
CHAIRMAN—James Andrew Durham, Esq.
DEPUTY-CHAIRMAN—William Wellington Cooper, Esq.
Every description of Life Assurance at the most moderate rates consistent with security. G. WINTER, Manager and Secretary.

TRESAVEAN MINE, CORNWALL.—The adventurers having given notice to determine the sett, under a power therein contained, an opportunity offers for a good company, under spirited management, to work this celebrated mine under a new sett; and arrangements may be made in reference to taking the machinery at a valuation.

The mine is so well known, that it is almost needless to say that for many years it has been worked at a profit, and has made extraordinary returns to the adventurers, having produced dividends, since the working in 1819, amounting to more than £450,000 (being about one-third of the value of the ores raised), mainly from one lode, known as the Old Lode.

The sett contains many parallel lodes, and there is every prospect, under a prudent and spirited management, of the adventure being a most profitable investment.

For particulars and to treat for the sett, application should be made to REGINALD ROGERS, Truro, Cornwall.—Truro, March 12, 1858.

THE NIDDERDALE LEAD MINING COMPANY (LIMITED).
Capital £20,000, in 20,000 shares of £1 each.
First call of 5s. per share, to be paid on allotment. Future calls not to exceed 2s. 6d. per share, nor to be made at less intervals than two months.

This company is projected for the purpose of working an extensive tract of mineral ground near Pateley Bridge, in the county of York, abounding in lead ore and barytes of rich quality.

The sett adjoins the Merryfield, Prosperous, and Providence Mines, all of whic are noted for their immense returns of lead ore.

The Prosperous veins extend through the ground for more than a mile in length, and have been intersected at various points by an adit or horse level and water way, having the lowest attainable outfall in the district, and already driven to a great length therein, in the course of which trial rises or cross-cuts have been made to the vein, with very satisfactory results.

Several other rich veins are also known to cross the sett, the whole of which is unbroken or maiden ground, and may be effectually developed and worked by day levels and cross-cuts, thereby dispensing with deep and costly shafts and expensive steam machinery, which entail on the adjoining mines such heavy, but unavoidable and continuous, charges and expenditure.

Early dividends may be expected; and the liability of shareholders being limited by Act of Parliament to the amount of shares held by each, that security from responsibility is given to mining enterprise to which it is so justly entitled.

A prospectus, containing reports by experienced mining agents, and form of application for shares, with an explanatory plan of the ground and adjacent mines, will be forwarded, on receipt of four stamps, by Mr. THOMAS SYKES, solicitor to the company, Castleford, near Normanton, and at Pateley Bridge.

GREAT TAMAR SILVER-LEAD MINING COMPANY.
In 6000 shares.
To be conducted on the "COST-BOOK SYSTEM."
SECRETARY—Mr. Thos. Watson.

The Great Tamar Silver-lead Mine Sett is situated in the parish of Beerferris, in the county of Devon, and adjoins the River Tamar.

It is surrounded by, and in close proximity to, the productive Beeralston Mines, South and East Tamar, and Tamar Silver-lead Mines, all of which have been so productive of silver-lead ores, and which have returned such immense profits to the fortunate speculators in these mines. There are also situate in the locality, and not far from, on the north-east, the Devon and Cornwall United Mines, Bedford Consols and Gawton Mines; on the north, Wheal Arthur and Edward Mines, Calstock Consols, Okel Tor, &c.

The present proprietors propose to sell a portion of their interest, to enable them fully to lay open and prove the valuable lodes which traverse this sett. The highly mineralised strata of the country, the splendid rocks of argentiferous gossan raised on the backs of two of the lodes already laid open, and the similarity of this and the lodes at Tamar Mines and the South and East Tamar Consols, are a sufficient guarantee for the outlay of the small requisite capital for proving its resources.

The sett is held under a grant by the present proprietors from Mrs. Toll, of Plymouth, at the reasonable rate of 1-16th dues.

The operations to the present time have been confined to shoding and searching for the lodes that are in this sett, two of which have been discovered, presenting a very promising appearance, and producing on the backs very fine rocks of gossan, impregnated with silver—in fact, the whole of the lead raised in this district is rich for silver, producing from 40 to 60 ozs. to the ton of ore. Two other north and south lodes are known to traverse this sett, but as yet little has been done in exploring them. There is also an east and west lode in the sett, of very promising appearance, from 3 to 4 ft. wide.

This sett is advantageously situated on the River Tamar, to which the transit of ores, and the conveying back of materials to the mine, will add but little to the general expenditure.

Many mine agents have inspected this property, and fully considered its position and facilities, and are agreed in opinion that it presents a more certain prospect of success to the adventurers than the great majority of mining speculations will admit of.

For further particulars, apply at the office of the company, No. 2, Crown-court, Threadneedle-street.

TREGARDOCK SILVER-LEAD MINE.—In 6000 shares. Conducted on the "COST-BOOK SYSTEM."

This mine is in the parish of St. Teath, on the north coast of Cornwall, in a district abounding with lodes, under the most favourable circumstances for producing lead, the stratum being a light coloured, soft, and highly crystallised clay-slate, or killas, accompanied with elvan courses.

The sett is very extensive, being upwards of a mile in length, and contains three lodes, showing the probability of a junction eastward, and can be worked 50 fathoms deep by the present adit levels, profitably, and without the aid of machinery.

The mine is advantageously situated as regards a shipping port, and it has already been partially worked by two or three companies, but at times when lead was only half its present value. Former trials, however, have been for the most part confined to the western portion of the sett, leaving the eastern ground untried, except by an adit level driven on one of the lodes for a distance of about 170 fms., which opened out good bunches of lead in the back and bottom of the said drivage.

That such ore ground will now admit of being profitably worked, and to such an extent as to ensure for the present company a permanently remunerative mine for a comparatively very small outlay, there cannot be a doubt. It is intended to continue the driving of the deep adit level, and communicate the same with a shaft further eastward; and from the improved character of the lode for the last 70 fms. driving, it is to be very confidently calculated on that greater and more important discoveries will yet be made eastward, to add to the present valuable resources of the mine. The lead is of first-rate quality, producing about 50 ozs. of silver to the ton of ore.

The ground is very easy for sinking and driving, and there is water sufficient for all the purposes of dressing; and it can also be rendered available for a grinder, which will be the only machinery immediately required for returning and making marketable the lead ore already laid open and standing for 50 fms. high, as already explained. It is, therefore, estimated that for about £800 only this mine can be made a permanently profitable investment.

Appended are reports which can be relied on, and the mine is open to the inspection of any other agent.

Application for shares, of £1 each, to be made to Mr. W. E. COMMINS, mining offices, Tavistock, who is also disposed to treat for the sale of one-half the mine, and of whom every information can be obtained, and every facility given for inspecting the property.

Dated Mining Offices, Tavistock, March 24, 1858.

REPORTS.

Nov. 5, 1857.—This sett is very extensive, having upwards of a mile on the course of the lode, three of which form a junction eastward. From the report of the old workers, an adit has been driven on the main lode about 170 fms. in length, 100 fms. of which have opened a good lode of silver-lead ore, which can be taken away at a moderate tribute as soon as the adit is cleared out and ventilated, which is now in course of doing. The distance between this and the shallow adit is nearly 50 fms., in which I have every reason to expect large quantities of silver-lead ore will be found. The shallow adit has been driven by the old workers a great number of fathoms in length, and the ground taken away both from above and below; and report says that a rich lode has gone down just before this level. In or about this spot I expect the junction of the three lodes. Judging from what can be seen from surface, there must have been large quantities of ores returned. I beg to call attention to the clearing and driving the deep adit level as early as possible, which is within a small distance of a shaft as deep as the shallow adit. This I should recommend sinking as early as possible, to make a communication to the deep adit, for the purpose of ventilation: when this is effected you can set several stopes or pitches at once, which can be accomplished without the aid of machinery, and I have no doubt brought into a profitable state of working, the lodes being large, and ground easy for driving. I also recommend the driving of the shallow adit, which is expected to come under a rich bunch of lead in a few fathoms driving. The sett is very extensive, and traversed by several lodes, accompanied by elvan-courses, &c., about which most of the Cornish mines have made rich deposits of mineral, and I have every reason to expect, if properly explored, this will make a profitable and lasting mine; and I can recommend it as such to any company of gentlemen inclined to speculate in mining.

JAMES POPE, Wheal Basset, Redruth.

April 7, 1857.—According to request, I beg to hand you my report of Tregardock Silver-Lead Mine, in the parish of St. Teath, county of Cornwall. The sett is very extensive, being upwards of a mile on the course of the lodes, three of which form a junction eastward. The accompanying stratum of these lodes is a light coloured clay-slate (killas). The mine is distant about five miles only from a shipping port, which will afford important advantages. An adit level has been driven on the course of the main lode for about 170 fms., 100 fms. of which have opened out a good lode for silver-lead ore, which can be worked away at about one-half tribute. Between the deep and shallow adit levels there is a back standing whole for about 45 or 50 fms. to be taken away. The back of the shallow adit has already been worked away for 6 fms. high, leaving a good lode in the bottom of the level. The lode in this shallow adit level is about 2 ft. wide, composed of prian, quartz, jack (blende), flookan, and silver-lead ore, accompanied by two well-defined walls, and expeditious and cheap ground for driving and stoping. About 20 fms. east of this level a shaft was sunk 5 fms. below the surface; and report says there is a rich lode standing in the bottom of the shaft. In this part of the mine dressing-floors were laid out, judging from which, and the leavings, there must have been returned a large quantity of lead ore. This lode holds out a surer promise of easy and very early success than any other concern at present unworked that I know of in Cornwall and Devon. I beg again to call your attention to the deep adit level, which is driven to within 16 fms. of a shaft sunk from surface as deep as the shallow adit level, and I advise you to continue the sinking of that shaft and the driving of the deep adit level until their communication is effected, which can be done for £600 or £700, and will render available a rich piece of ore ground, and put you in possession of a deep and good mine without the aid of the usually required expensive machinery for bringing mines into profitable operation. In addition to the lead ore to be obtained, the jack which usually accompanies it will be found a very desirable auxiliary to the returns; and I do not hesitate to say that the certainty of this mine exceeds anything that I am aware of in any other at present unworked; and taking into account that the heavy work is already done, the above-named sum will place the mine in such a position as to enable you to set several tribute pitches to work, as the back of the deep adit level stands whole to the shallow adit level.

Signed, JOHN GOLDSWORTHY, East Wheal Russell.

Wheal Basset, Redruth, Nov. 12, 1857.—In reply to yours of the 9th inst., I beg to say I think the best way to work your mine at the shallow adit is to drive the level east as fast as possible, to come under the bunch of lead gone down just before, as reported by the old workers. Also, to sink a winze below, as deep as the water will allow. I think the lode in this level to be very promising; its size about 2 ft. wide, producing good bunches of lead in several places. JAMES POPE.

DAVID MUSHET (Second Son of the late eminent Metallurgist), having lost the ample property which his father bequeathed him, through the default of a trustee, and other losses inflicted with reckless determination, SOLICITS the IMMEDIATE FRIENDLY CONTRIBUTIONS of those who value and esteem his late father's scientific services and discoveries, until his injured son is sufficiently recovered from dangerous illness, caused by heavy trials, to undertake an employment in that branch of metallurgy wherein his late father highly prized his correct acquirements. His kind and esteemed friend, the Rev. Dr. STSSON, of Coleford, Gloucestershire, will receive and acknowledge such benevolent contributions.

March 24, 1858.

MONEY.—WANTED TO BORROW £15,000, ON MORTGAGE at 7½ per cent., on security of FIRST-CLASS FREEHOLD MINERAL PROPERTY of ample value.—Apply for particulars to Messrs. CHILTON and BURTON, 7, Chancery-lane.

FIFTY POUNDS DOUCEUR.—A GENTLEMAN, who has for several years carried on an extensive business, which severe losses have compelled him to secede from, OFFERS the above to any party who can LEGALLY PROCURE for him a PERMANENT APPOINTMENT of adequate value. He is a thorough book-keeper and correspondent, and an energetic man of business. His references are of the highest order.—Address, in confidence, "Z.," 150, Leadenhall-street.

TO MINE AGENTS.—WANTED, for the EXMOUTH MINE, an EXPERIENCED AGENT, to take day and night duty with another agent. Preference will be given to those who have been engaged in lead mines, and the committee will not appoint any one who has not acted as agent previously.—Application to be sent to Mr. C. WESCOMB, 21, Southernhay, Exeter, on or before the 8th April.

A CLERK is also required for the same mine, and preference will be given to one who has had experience in mine accounts.—Application to be made to Mr. C. WESCOMB, 21, Southernhay, Exeter.

GREAT WHEAL BUSY UNITED MINES.—WANTED, a MANAGER, UNDERGROUND AGENT, TIN DRESSER, and COPPER ORE DRESSER.—Apply, by letter, to Mr. EDWARD KING, 27, Austinfriars, London, stating age and qualification.

WANTED.—A YOUNG MAN, educated in the Royal College of Chemistry, London, and who has been some months engaged as ANALYTICAL CHEMIST in a large chemical works, WISHES to OBTAIN a SIMILAR ENGAGEMENT. First-class references.—Address, "C. W. V.," Post-office, Widnes Docks, near Warrington, Lancashire.

WANTED, a PARTNER in a BLAST FURNACE, recently erected in the West of England, and commanding unusual advantages from the proximity of iron ore and coal, which are being obtained at very low rates.—Further particulars, as to capital, &c., may be obtained on application, by letter, to "X. Y. Z.," care of W. E. Chessell, Esq., 5, Queen-square, Bristol.

WANTED, a STEADY and COMPETENT MAN, to SUPERINTEND the DRESSING of LEAD ORES, and SMELTING of the same by the Scotch ore hearth and reverberatory furnace.—Apply, by letter, stating salary, with references, to "Box 465," Post-office, Leeds.

WANTED, a GOOD SECOND-HAND PUMPING ENGINE, 36 to 45 in. cylinder.—Apply to W. H. M. BLEWS, Esq., East Hender Mine, Camborne, Cornwall.

MOY'S PATENT STEAM-ENGINE.—TO CAPITALISTS AND ENGINEERS.—WANTED, CAPITAL to BRING OUT the above INVENTION.—Address, T. MOY, 1, Clifford's Inn, E.C.

PATENTS.—Mr. VAUGHAN, BRITISH and FOREIGN PATENT AGENT, 50, CHANCERY LANE, DIRECTS his ATTENTION ESPECIALLY to INVENTIONS connected with CHEMISTRY, METALLURGY, and MINING. Provisional Protection for six months, £7 7s. A "Guide to Inventors" free by post.

TO INVENTORS AND PATENTEES.—The PETITION to PARLIAMENT for REDUCTION of GOVERNMENT DUES on PATENTS, especially the £50 at the third, and the £100 at the seventh year, prepared by the National Patent Law Amendment Association, LIES FOR SIGNATURE at Mr. CAMPIN'S, Hon. Patent Law Adviser to the Association, 156, Strand, W.C.

TO ALKALI AND SULPHURIC ACID MANUFACTURERS.—The ADVERTISER has had the sole management of a large manufactory for several years, and is competent to PLAN, ERECT, or MANAGE a similar concern of any magnitude, and on the most improved principles. His present engagement being about to terminate, he is OPEN to TREAT with manufacturers having works at present in operation, or capitalists about to erect the same, in any part of England or abroad. Highly respectable reference as to ability and character will be given.—Communications may be addressed to "X. Y.," care of Mr. Jas. Newton Warburton, 30, Cumberland-row, Newcastle-on-Tyne.

NICKEL AND COBALT REFINING, AND GERMAN SILVER WORKS, 16, OOZELL STREET NORTH, BIRMINGHAM.
STEPHEN BARKER begs to inform the Trade that he has the following articles for sale:—

REFINED METALLIC NICKEL.	OXIDE OF COBALT.	[WIRE, &c.
REFINED METALLIC BISMUTH.	GERMAN SILVER—IN INGOTS, SHEET,	

NICKEL AND COBALT ORES PURCHASED.

ECONOMICAL MANUFACTURE OF CARBONATE OF SODA,
FROM THE
WASTE SULPHUR FUMES OF COKE OVENS, COPPER, IRON, ZINC, AND LEAD WORKS.

For description, see the *Mining Journal* of the 13th March; and for particulars respecting license, &c., apply personally, or by letter (post paid), to M. MESDACH, 28, Rue St. Paul, Paris; or to Messrs. ENTHOVEN, Moorgate-street, London, E.C.

CAST-STEEL BORERS SUPPLIED TO MINE AND QUARRY OWNERS and CONTRACTORS, at 4d. per lb. nett, by
ROBT. MUSHET, Coleford, Gloucestershire.

FOR SALE, a 24 in. WHIM HORIZONTAL ENGINE, with 10 tons boiler, nearly new, in excellent condition, and drawing machine attached. As this engine is very superior in make and condition, parties requiring one will do well to examine it.—Apply to Mr. C. WESCOMB, 21, Southernhay, Exeter.

RAILWAYS OF ENGLAND AND CONTINENTAL EUROPE UNITED, BY "BOYD'S MARINE VIADUCT" OVER DOVER STRAITS.—Parties wishing to obtain the descriptive pamphlet relating to this enterprise, are requested to apply, by letter, to Mr. CHARLES BOYD, of Barnes, Surrey.

LEAD FOR EXPORTATION.—PIG-LEAD (hard and soft) SOLD at LOW RATES. The BEST PRICE given for LEAD ASHES, &c., and OLD LEAD.—ROUPELL and Co., Southwark Lead Works, Gravel-lane, London.

GOLD MINING COMPANIES.—SHAREHOLDERS in the different CALIFORNIAN and AUSTRALIAN GOLD MINING COMPANIES are requested to CALL on Mr. F. SQUIRE, 74, King William-street, City, that he may submit to them a plan by which the shares in such companies, which are now valueless, will be again marketable.—74, King William-street, City, Dec. 24.

BULLER, BASSET, DOLCOATH, SETON, AND ALFRED MINING DISTRICT.—PLANS (WITH EVERY MINE COLOURED) WILL BE SENT, free, on receipt of 13 postage stamps, by Mr. R. SYMONS, 11, Kennington-cross, London, S.

MESSRS. FULLER AND CO., 51, THREADNEEDLE STREET, LONDON, continue to TRANSACT BUSINESS in BANKING, MINING, and RAILWAY SHARES, many of which will pay 20 per cent., with every prospect of increasing considerably in value.

Messrs. FULLER and Co. have FOR SALE Dividend Shares, much below their real value, and must increase in price; also, a few shares conducted on the Limited Liability Act, which in a short time will become a safe dividend property; also, Shares in the leading Banks, and £2000 Railway Bonds.

Every information afforded at the office, between Ten and Five. Communications promptly attended to.

UNITED STATES OF AMERICA.—DUPEE, PERKINS, and SAYLES, BOSTON, MASSACHUSETTS, BROKERS for the PURCHASE and SALE of STATE, CITY, and RAILROAD SECURITIES, MANUFACTURING and BANK SHARES, give particular attention to the MINING COMPANIES OF LAKE SUPERIOR, and furnish reliable information concerning them.

[DUPEE, PERKINS, and SAYLES refer to the Editor of the *Mining Journal*.]

THE GENERAL AUCTION COMPANY (LIMITED).
Capital, £50,000, in shares of £1 each, with power to increase. Deposit on application, 5s. per share, and the further sum of 5s. per share on allotment.

The business of the company will comprehend—

The making advances at the least possible expense upon all descriptions of property placed in the hands of the company with power of sale.

The effecting sales by auction, negotiating the transfer of estates by private contract, making valuations, collecting rents, and the general management of estates.

The company will, in special cases, undertake sales on terms of mutual arrangement.

Attention is drawn to the important fact that practically the company will incur no risk in any of its operations, its advances, outlay, and charges being invariably represented by tangible property, the ultimate sale of which will reimburse the company.

This description of business is one to which the principle of a joint-stock company may be most appropriately applied. With ampler resources and higher responsibility than are usually possessed by an individual, the company will have the means of more advantageously conducting business, commanding an amount of confidence satisfactory to both buyer and seller, and leading to largely extended operations on the part of the company.

Consignments to a great extent are annually made to London for sale from various parts of the globe, as well as from the numerous manufacturing districts throughout England; and it is thought that the merchant and manufacturer will gladly avail themselves of the facilities offered by this company.

All the transactions of the company will be characterised by promptitude, combined with prudence; and the expenses of management will be kept within the narrowest limits compatible with efficient working. Arrangements have been made for the exclusive services of two gentlemen of ability and experience as auctioneers and agents.

In order to give security to the public, the deposit on sales of estates effected by the company will be paid into the company's bankers, on a deposit-note, in the names of two directors and the secretary.

Applications for prospectuses, and forms of application for shares, to be obtained at the temporary offices of the company, No. 23, New Bridge-street, Blackfriars, E.C., London.

BANKERS—The London and County Bank.

SOLICITORS—Messrs. Bishop and Son.

23, New Bridge-street, Blackfriars. E. P. ROWSELL, Sec.

THE GREAT WELSH SILVER-LEAD MINE,
Situated on the lands of the late D. A. S. Davies, Esq., called Casars, near Llangadock and six miles from Llandovery, Carmarthenshire, at either of which towns there is a station on the South Wales Railway.

MESSRS. GADSDEN, WINTERFLOOD, AND ELLIS, have received instructions to SELL, BY AUCTION, at the Mart, opposite the Bank of England, London, on Tuesday, 30th March, at Twelve o'clock, in One Lot, the above-mentioned valuable SILVER-LEAD MINE, held for a term of 21 years from 14th July, 1853, at a rent or royalty of 1-15th, or a sleeping rent of £30 per month. Also, the WHOLE of the MACHINERY, MATERIALS, &c., of the company now at work about the mine, including a 36-in. cylinder STEAM-ENGINE and boiler, pumps and lifts, horse-whim and gear, tram-roads, dressing apparatus, and other such machinery and materials as are requisite for working lead mines of great promise.

The mine may be viewed, and printed particulars obtained, on application to Mr. W. BATTYE, 33, Great Winchester-street; Mr. JAMES WYATT, 4, Verulam-buildings, Gray's Inn; and at Messrs. GADSDEN, WINTERFLOOD, and ELLIS's offices, 16, Old Broad-street, London.

IMPORTANT TO RAILWAY COMPANIES, ENGINEERS, MACHINISTS, SHIP-BUILDERS, MILL OWNERS, AND OTHERS.

MR. FRANCIS WRIGLEY has been favoured with instructions to SELL, BY AUCTION, on Wednesday, the 31st March, and following days, commencing at Eleven o'clock in the forenoon prompt, at the Works of Messrs. Fox, Lewis and Sons, Stanley-street, Salford, a LARGE and most valuable ASSORTMENT of NEW FIRST-CLASS TOOLS and OTHER INSTRUMENTS, all made by the above eminent firm, amongst which will be found—One PLANING MACHINE, to plane 10 ft. long by 3 ft. 6 in. wide, and 3 ft. 6 in. deep, self-acting in the vertical, angular, and horizontal cuts; one ditto, to plane 10 ft. long by 5 ft. 6 in. wide, and 3 ft. 6 in. deep; one ditto, to plane 15 ft. long by 2 ft. 6 in. wide, and 2 ft. 6 in. deep; two ditto, to plane 5 ft. long by 2 ft. 6 in. wide, and 1 ft. 10 in. deep; one ditto, to plane 5 ft. long by 2 ft. wide, and 1 ft. 6 in. deep; one ditto, to plane 3 ft. long by 2 ft. 6 in. wide, and 1 ft. 10 in. deep; one universal shaping and planing machine, 12 in. stroke, will plane 4 ft. 6 in. long, has two tables to rise and fall, large parallel vice, and is self-acting in the vertical, angular, longitudinal, internal, and screw curvilinear cuts, quick return motion, and top driving apparatus, complete; two-throw ditto, second size, with 8 in. strokes, will plane 2 ft. 6 in. long, have tables to rise and fall, and parallel vices, self-acting in the longitudinal, slide, and circular cuts, quick return motions, and top driving apparatus; one powerful self-acting nut-screwing machine; one strong bolt screwing machine, to screw bolts and tap nuts up to 2 in. diameter, complete, with taps and dies; one 12 in. slide and screw cutting lathe, bed 25 ft. long, with break, fitted up with both screw and rack traverse motion; a complete set of change wheels and top driving apparatus; one 7½ in. slide and screw cutting lathe, bed 8 ft. long, and complete, with change wheels and top driving apparatus; a number of 7½, 9, 10, and 12 in. double geared hend stocks; one large wheel geared face lathe, with face plate 6 ft. diameter, with sliding bed, &c.; one ditto, 15 in. centre lathe, fitted on cast metal bed, 15 ft. long, with slide rests, fast pulley, top driving motion, &c., complete; one strong drilling and boring machine; a large assortment of stocks, taps, and dies; patent and other ratchet braces; letter copying presses; and a variety of other tools; full particulars of which will be given in catalogues, now in course of preparation, and which may be had on and after Monday, the 22d inst., on application at the works, Stanley-street, Salford; to Messrs. CRANAGE and SUDLOW, solicitors, Cooper-street; or to the auctioneer, No. 12, York Chambers, King-street, Manchester. The tools, &c., may be viewed three days prior to and the morning of sale, or earlier by card, on applying to the auctioneer, as above.

TAPTON COLLIERY, NEAR CHESTERFIELD.

MR. S. DENHAM has been favoured with instructions to SELL, BY AUCTION, on Monday, the 29th March, and three following days, the WHOLE of the very extensive and valuable COLLIERY PLANT, consisting in part of HIGH-PRESSURE ENGINES, pumping machinery, sets of pumps, 630 yards of flat roping, in three lengths; frames with pulleys, over drawing and pumping shafts, capstan and rope, 3 in. diameter by 240 yards long; 200 pit trams and airway boxes, about 80 tons of tram rails, with chairs and sleepers; 12 tons of turn-plates, pit tools, safety lamps, airway stop gates, 80 tons of rails, points, crossings, and sleepers, pony and ass limmers and gears, one saw mill frame and belting, with four circular saws, one cross-cut saws; pump screws, one dirt stage and lifting apparatus, two Walker's patent screen and tipiers, coal mill and apparatus in connection, railway, cart, and pit bank weighing machines; lifting jacks, portable windlass, and lifting crabs, pit cages, water and sinking tube, 24 new cast-iron tubbing segments, coal waggon wheels and axles, 22 sets of springs and other materials, smiths' hearths, joiners' and other tools, chains, benches, barrows, planks, &c.; 50,000 bricks, and a quantity of fire bricks; coke oven jambs, 8 tons of new iron, scrap iron, 2000 ft. of lards, etc., and oak poles; 700 ft. of puncheons, oak, spruce, and other scantlings; office fittings, shops, sheds, and other buildings, engine slack, &c.

Also, the WHOLE of the LIVE and DEAD FARMING STOCK, which includes five very powerful dray horses, suitable for dray and other purposes; large clover stack, thrashing machine, &c.

Tapton Colliery is about one mile north of Chesterfield, adjoining the Midland Railway, and the Chesterfield and Stockwith Canal.

Catalogues, with full particulars, 6d. each, may be had of the auctioneer ten days prior to the sale; and other information may be had of Mr. W. H. B. RAWLE, No. 1, New Boswell-court, London, W.C.—Chesterfield, March 4, 1858.

N.B. The Live and Dead Farming Stock, &c., will be sold on Wednesday, the 7th April.—S. DENHAM.

DEVON KAPUNDA COPPER AND SILVER-LEAD MINES, SOUTH SYDENHAM, DEVONSHIRE.

MESSRS. CHINNOCK AND GALSWORTHY have been instructed by the adventurers to SELL, BY AUCTION, at the Auction Mart, London, on Thursday, the 8th of April, at One, this important and valuable MINING PROPERTY, known as the DEVON KAPUNDA COPPER and SILVER-LEAD MINE, situate parallel with and close to the Devon Great Consols, in the parish of South Sydenham, near Tavistock, in one of the richest and most extensive metalliferous districts in England.

A very large sum has been judiciously expended in sinking shafts, driving levels, and in the erection of suitable buildings, dwelling and counting-houses, together with the valuable plant, comprising a 40 in. cylinder steam-engine in excellent working condition, water-wheels, tramways, wagons, capstans and ropes, tackle, and all the material for the ample working of the mine, which has been carried on for some years, with the most encouraging reports from the captains of a large prospective increase; but, in consequence of the recent pressure in the money market, a majority of the adventurers have been reluctantly compelled to suspend operations, and to offer the property for sale.

The mine is held under a lease of 21 years from the 11th February, 1850, the time being only 1-14th, and the grant extends over a considerable area, in the midst of geological formations well known to mineralogists for the production of valuable minerals; the lodes hitherto worked consist of occasional rich copper ore, with veins of silver-lead. The capital required fully to develope and carry on the mines in force is within the reach of most capitalists.

Descriptive particulars and plans may be obtained of JOHN PATRICK MURPHY, Esq., solicitor, 5, New Inn, Strand; of Superintending Captain JAMES RICHARDS, of the Devon Great Consols; of Captain WILLIAM COCK, on the mine; and of Messrs. CHINNOCK and GALSWORTHY, 28, Regent-street, Waterloo-place, where the last reports of the captains and plan of the working may be seen.

MONMOUTHSHIRE.
VALUABLE AND EXTENSIVE IRONWORKS NEAR PONTYPOOL.

MESSRS. DRIVER are directed to SELL, BY AUCTION, at the Mart, near the Bank of England, London, on Thursday, the 29th April, 1858, at Twelve o'clock (unless previously disposed of by private contract), ALL those valuable IRONWORKS, known as the VARTEG and GOLYNOS IRONWORKS, situate near Pontypool, in the county of Monmouth, comprising FIVE BLAST FURNACES, with FORGES and MILLS; BLOWING ENGINE, TWO FINERIES, and nearly 1000 acres of MINERAL LAND, manager's residence, about 120 workmen's and other dwelling-houses, storehouses, warehouses, stables, shops, railways, bridges, kilns, and all other usual conveniences for carrying on the business of ironworks.

Of the above-mentioned acreage, about 227 acres are freehold, and the remainder leasehold; about 700 acres of the whole, including the freehold, being exempt from the payment of any royalty on the minerals raised.

Four of the furnaces are at present in blast, and now making 300 tons of rails per week, but are capable of making considerably more.

The lands comprise an ample supply of iron ore, coal, and fire-clay, and limestone can be obtained from quarries within a convenient distance.

This property is very advantageously situated, and is in direct railway communication with all parts of the kingdom.

The furnaces are only 14 miles, and the forges and mills only 11 miles, from the shipping port of Newport, where enlarged and capacious floating docks have just been opened. One-half of the purchase-money may remain on mortgage.

Particulars and plans may be had of Messrs. DRIVER, 5, Whitehall, London; or of Mr. SECRETAN WOODHOUSE, solicitor, Abergavenny; and at the Auction Mart.

SOUTH WALES.—Mr. ARTHUR O. DAVIES, of Dowlais, is authorised to TREAT for the SALE of TWO VERY VALUABLE GOING COLLIERIES in South Wales.

Also, TO LET, an EXTENSIVE TRACT of STEAM COAL, on a long lease, at a moderate royalty, with a railway running through the property.

For terms, apply as above.

HENDRE MINES, NEAR MOLD, FLINTSHIRE.—TO BE SOLD, BY PRIVATE CONTRACT, the valuable MACHINERY and MATERIALS on the MINES, consisting of an 80 in. cylinder STEAM PUMPING ENGINE, 10 ft. stroke, with four boilers; a 70 in. steam pumping engine, 10 ft. stroke, in the cylinder, and 9 ft. in the shaft, with three boilers; a 20 in. winding and pumping steam-engine, 4 ft. stroke, with two boilers; a 16 in. winding and pumping steam-engine, 2 ft. stroke, with two boilers; 24 in. plunger-poles and 24 in. pumps; H-pieces, windbores, &c.; 18 in. plunger-poles, cases, &c.; working-barrels, &c.; 19 in. pumps, H-pieces, clack doorpieces, windbores, &c.; 9 in. to 4 in. pumps; cast-iron air-pipes, &c.; two water-wheels and winding apparatus, wrought-iron main whimseys, chains and ropes, wrought-iron rods, wrought-iron plates for main rods, lathe, pins and nuts, weighing machine, &c.

A printed catalogue may be seen at the *Mining Journal* office, No. 26, Fleet-street, London; and applications for further particulars to be made to Mr. C. D. WILLIAMS, Greenfield, Holywell; or to Mr. EDWARD ROBERTS, at the mines.

FOR SALE, BY PRIVATE CONTRACT, at TREHANE MINE, near Liskeard, a 40 in. cylinder PUMPING ENGINE, 8 ft. by 9 ft. stroke, with one 10 tons boiler; a CRUSHING MACHINE, complete; and an 8 tons BOILER, complete.—For price and further particulars, apply to R. DALY, Esq., 16, Union-court, Old Broad-street, London; to Mr. JOHN PARSONS, Marazion, Cornwall; or to Capt. P. HARVEY, on the mine.

IRON ORE TO BE LET, of the FINEST QUALITY, and in great quantity, contiguous to a railway, and adjoining the navigable River Mine. This ore, containing carbonate of protoxide of iron, is proved to be of high commercial value, from the proportion of iron being more than 12 per cent. in excess of the mean production from five samples of clay-iron ores, analysed for the Government, as well as from the absence of ingredients exerting a prejudicial action upon the quantity of iron manufactured. The quantity of sulphur and phosphorous is so small, as to pass almost unnoticed.—Apply to Mr. GEO. BRACE, 24, Surrey-st., Strand, London.

THE CARDIFF PRESERVED COAL AND COKE COMPANY (LIMITED).

Incorporated pursuant to the Joint-Stock Companies Act, 1856.
Capital £20,000, in 4000 shares of £5 each.—Paid up in full at the time of subscription.
REGISTERED OFFICE.—BLACKWEIR, CARDIFF.
SECRETARY—Mr. George Ashcroft.

A manufactory is now erected at Blackweir, Cardiff, and the manufacture and sale of the material commenced.

The patentee has undertaken to manage the works of the company, without remuneration for his time and experience, until dividends at the rate of £10 per cent. per annum are paid to the shareholders. A stipulation to this effect is incorporated in the Articles of Association, which may be seen at the office of the company by persons desirous of subscribing for shares,—a small number only remain on sale.

Specimens may be seen, every information obtained, and references given, at the office of the company, Blackweir, Cardiff, Mr. GEORGE ASHCROFT, secretary, to whom applications for shares should be made. Specimens are also deposited and information obtained from—

Messrs. W. and G. RICHARDSON, 70, Cornhill, London.
Capt. HAVISIDE, 68, Cornhill, London.
CHARLES ROSE, Esq., Exchange-street, Liverpool.
Messrs. BARNARD, THOMAS, and Co., Albion Chambers, Bristol.
Messrs. RICHARD CORY and SONS, Swansea and Cardiff.
SANKEY GARDNER, Esq., Neath.
Capt. PERRY, Jerusalem Subscription Rooms, Cornhill, London.

The material manufactured by this company possesses the following advantages:—
1. It is from 8 to 12 per cent. stronger than any coal from which it may be made.
2. ONE HUNDRED AND FIFTY-SEVEN TONS can be stowed on board ship in the space required for 100 tons of coal.
3. The blocks are of uniform size and weight (56 lbs. each), and they become harder and make a more enduring fire after the lapse of ten or twelve months than when newly made.

COLLIERY FITTINGS AT LOANHEAD FOR SALE.—TO BE EXPOSED TO SALE, BY PUBLIC AUCTION, on Tuesday, the 30th day of March inst., the WHOLE of the valuable and extensive FITTINGS of LOANHEAD COLLIERY, near Edinburgh, consisting of HIGH-PRESSURE DIAGONAL ENGINE, cylinder 24 in. diameter, stroke 4 ft., with boiler and pumping gear, and two bell cranks; high-pressure diagonal engine, cylinder 18 in. diameter, stroke 3 ft. 4 in., with boiler, and winding apparatus; 50 fms. of 12 in. pumps, with three working-barrels, and two sets of doorpieces and suctions; 40 fms. 4 in. forcing pumps, with plunger to fit; one strong double powered crane, pit head frame, ropes, chains, pump rods, smiths' and wrights' tools, and all other fittings connected with the colliery.—For particulars, apply to Mr. ARCHIBALD HOOD, manager, Whitehill Colliery, Lasswade, near Edinburgh. Sale to commence at Eleven o'clock forenoon.

TO COLLIERY PROPRIETORS, CAPITALISTS, AND OTHERS.—TO BE DISPOSED OF, BY PRIVATE CONTRACT, the LEASE of the very valuable BEDS of HARD and SOFT COAL, lying underneath about 500 acres of land, at Brinsley, in the parish of Greasley, in the county of Nottingham.

The coal has been well ascertained, and is known to be of a very superior quality; and there are powers in the lease to enable the lessees to get and work the ironstone, which is believed to exist in abundance on the estate.

Two shafts, each 10 ft. diameter, have already been sunk in the deep, to a depth of 60 yards, and are each lined with the best description of iron tubing.

Two other shafts have also been sunk to the upper bed of soft coal, the whole of which is headed out and ready for working.

There is a complete and easy communication by means of a branch railway, recently constructed, connecting the colliery with the Cromford Canal and the Erewash Valley Railway, at Stoneyford; and there are engines and materials on the spot necessary for proceeding with the works forthwith.

The above colliery is exceedingly well situated in the far-famed Valley of the Erewash, in the immediate vicinity of the Codnor Park and other ironworks; and, with every facility and means of transit, it is considered to be an opportunity for a safe and highly remunerative investment rarely to be met with.

For particulars, and to treat, application may be made to Mr. SHAW, engineering surveyor, College-place, All Saints', Derby.—March 22, 1858.

TO MINERS AND OTHERS.—TO BE SOLD, a great bargain, a NEW WATER-WHEEL, 50 ft. by 6 ft. 6 in. breast, with cast-iron rings, axle stools, crank, and oak plummer blocks.

SIX STAMPS, and cast-iron axle, with lifters, tongues, cambs and frame, complete; also, tooth and pinion wheels, to connect it with other machinery, if required.

BERDAN'S GOLD EXTRACTING MACHINES, suitable for pulverising mineral or other substances, or for general purposes of grinding; new and complete, with driving gear, four large iron basins or pans (48 cwts. each), four large iron balls (45 cwts. each), and four smaller balls (16 cwts. each). The whole now on the Bampfylde Mine, near North Molton, Devon, eleven miles from Barnstaple.

Applications to be addressed to CHAS. HAND, 52, Castle-street, Liverpool.

MONTHLY LIST OF STEAM-ENGINES AND MACHINERY, FOR SALE AND REQUIRED (March, 1858), consisting of Steam Vessels, Locomotive Engines, Rolling Stock and Fixed Plant, Pumping Engines, Portable and Fixed Engines, Steam Cranes and Winches, Boilers, Hydraulic Presses, Machines, Tools, &c.—List free on application to Mr. JAMES BURNETT, Engineering and Agency Offices, 18, Cannon-street, City, E.C.

STEAM-ENGINE.—FOR SALE a 20-horse power BEAM CONDENSING STEAM-ENGINE, fitted with balance valves, malleable iron crank, crank shaft, and beam centres. The engine is of the very best materials, of the most approved construction, and finished in a superior manner; is quite new, and never been erected.—For further particulars, or sight of the engine, apply to Messrs. PEARCE and NEISH, engineers, Dundee.—Dundee, March 16, 1858.

STEAM BOILERS, of FIRST-CLASS MAKE, at LOW PRICES.—Apply to W. H. TURNER and Co., steam boiler agents, No. 25, Old Millgate, Manchester.

STEAM BOILERS.—COAL PROPRIETORS and others requiring BOILERS, for home use or export, of first-rate make, cheap, and proved to a high pressure, apply to
ELLIS LEVER, 2, Cleveland-buildings, Market-street, Manchester.

FOR SALE, TWO NARROW GAUGE 6-wheel LOCOMOTIVE ENGINES, four wheels coupled, in first-rate working condition, cylinders 14 and 14½ in., 22 in. stroke, with new tubes and fire-boxes.—Further particulars may be had of Mr. G. GASKELL, contractor, Monmouth; and of Mr. RICHARDS and Mr. GILES, contractors, Usk, Monmouthshire.—March 17, 1858.

TO BE SOLD, HORIZONTAL ENGINES, with 6 and 8 in. cylinders, very strong, good, and cheap, with wrought-iron cranks, pumps, governors, all complete, on bed plate.—Address, THOS. ELLIOTT, 33, Tipping-street, Ardwick, Manchester.

IMPORTANT TO MINE OWNERS AND OTHERS REQUIRING IRON OF A VERY SUPERIOR QUALITY FOR CHAINS, AND ANY PURPOSES WHERE GREAT TOUGHNESS IS NEEDED.

MESSRS. R. AND W. JOHNSON AND CO., of BRADFORD IRONWORKS, NEAR MANCHESTER, can with the greatest confidence RECOMMEND their BEST DOUBLE WORKED SELECTED CHARCOAL SCRAP IRON, as SUPERIOR to ANY ARTICLE ever offered.—For prices, &c., apply to Mr. J. HORSLEY, iron and metal agent, Barlow's-court, Market-street, Manchester.

BURSTALL'S PATENT BRICK MACHINE.—The attention of makers of bricks, and especially FIRE-BRICKS, is called to the above MACHINE for MAKING BRICKS from DRY CLAY, now successfully employed at the London Patent Brick Company's Works, at Northolt, near London; and at the Kinson Pottery Company's Works, at Pool.

This machine makes 10,000 bricks per day of superior quality, equal to facings, at a less cost than common bricks made by hand.

For FIRE-CLAY, this machine is peculiarly adapted, as any amount of granulation can be obtained without any admixture of rough stuff.

For terms and particulars, apply to Mr. GEO. HADLEY, 8, Old Jewry, London; or Mr. BURSTALL (the patentee), Southall, near London.

CHALLENGE IN PUMPS AND TUBES.—T. C. CLARKSON, Patentee, 58, STAMFORD STREET, BLACKFRIARS ROAD, OFFERS to DISCHARGE MORE WATER or LIQUID MANURE with ONE of his PATENT PORTABLE PUMPS than any FOUR PUMPS now used by the agriculturist; the men to carry the pumps where required and work them.

PUMPS, and AIR and WATER-TIGHT TUBES for VENTILATING MINES, or CONDUCTING WATER, any length or diameter, without joints. A pair of pumps to be seen at work at the above address.

ELLIS LEVER,
2, CLEVELAND BUILDINGS, MARKET STREET, MANCHESTER,
AGENT TO DAVIS FENTON AND CO., QUEEN'S FERRY, FLINT, WIRE DRAWERS,
AND MANUFACTURERS OF
IMPROVED PATENT ROUND AND FLAT WIRE ROPE, FOR MINING, RAILWAY, AND GENERAL PURPOSES.
A complete stock of every description kept at the Liverpool depôt, 6, Wapping.

THOS. GEMMELL AND CO., WIRE ROPE MANUFACTURERS, WORKS, FIRHILL ROAD, SPRINGBANK, GLASGOW.
WAREHOUSES—Finnieston Quay, Glasgow; 10, King-street, Liverpool; 43, Marischal-street, Aberdeen; 46, Osborn-street, Hull.
AGENTS.
HENRY J. MORTON and Co., 2, Basinghall-buildings, Leeds.
GEORGE OUTRIM, Liverpool-road, Stoke-upon-Trent.
ISAAC NAYLER, Dibdale, near Dudley.
J. WADDINGTON, 109, Milligate, Wigan.
THOMAS REID, 33, Quayside, Newcastle-upon-Tyne.

GAS ENGINEERING.—GAS WORKS ERECTED for PRIVATE USE, as well as for VILLAGES, TOWNS, or CITIES, at home or abroad. Old Gas Works Re-modelled and Leased. References to fifty gas works.
GEORGE BOWER, St. Neots, Hunts.

NEW PATENT ACT, 1852.—Mr. CAMPIN, having advocated Patent Law Reform before the Government and Legislature, and in the pages of the *Mining Journal*, &c., is now READY to ADVISE and ASSIST INVENTORS in OBTAINING PATENTS, &c., under the NEW ACT.

The Circular of Information, gratis, on application to the Patent Office and Designs' Registry, 156, Strand.

COUGHS, COLDS.—ONE of DR. LOCOCK'S PULMONIC WAFERS, allowed to dissolve in the mouth, IMMEDIATELY RELIEVES the most violent fit of COUGHING, and PROTECTS WEAK LUNGS from all the irritation of FOGS and FROSTS.—Sold by all chemists, at 1s. 1½d., 2s. 9d., and 11s. per box. Beware of counterfeits, and observe the name on the stamp.

RAILWAY WAGONS.—WILLIAM A. ADAMS AND CO., MIDLAND WORKS, BIRMINGHAM.
BROAD AND NARROW GAUGE COAL AND IRONSTONE WAGONS, *IN STOCK—FOR SALE OR HIRE.*

THE RAILWAY CARRIAGE COMPANY, OLDBURY, NEAR BIRMINGHAM.
MANUFACTURERS OF EVERY DESCRIPTION OF RAILWAY PLANT AND IRONWORK.
NEW AND SECOND-HAND RAILWAY WAGONS ALWAYS IN STOCK, FOR SALE OR HIRE.
LONDON OFFICES,—34, GREAT GEORGE STREET, WESTMINSTER.

THE BIRMINGHAM WAGON COMPANY (LIMITED) HAS RAILWAY WAGONS FOR HIRE.
Apply to the SECRETARY, 3, Newhall-street, Birmingham.

THE PERMANENT WAY COMPANY GRANT LICENSES for the USE of IMPORTANT PATENTED INVENTIONS (now adopted on numerous railways at home or abroad, to the extent of upwards of 10,000 miles), by the following patentees:—

Adams, W. B.	Boucherie, Dr. H.	May, Charles.
Ashcroft, P.	Bridgewater, H.	Moate, C. R.
Barlow, P. W.	Bruff, P. S.	Pole, William.
Barlow, W. H.	Doull, A.	Prince, Paul.
Barningham, W.	Macdonnell, J. J.	Richardson, R.
Bergue, C. de.	Macneill, Sir John.	Samuel, James.
Billups, J. E.	Mansell, R. C.	Wild, C. H.
		Woodhouse, W. H.

Every information as to description, cost, &c., of the various plans may be obtained on application to the secretary. WILLIAM HOWDEN.
26, Great George-street, Westminster.

JOHN ROGERSON AND CO., NEWCASTLE-ON-TYNE, AND MIDDLESBRO'-ON-TEES.
PIG, BAR, PLATE IRON, CHAINS, ANCHORS, FORGINGS, GIRDERS, PIPES, FOUNDRY WORK.
LONGRIDGE'S WEST HARTLEY STEAM COALS (on the Admiralty List), COKING, GAS, HOUSE, AND SMITHS' COALS, COKE, FIRE-BRICKS, &c.

JOHN H. PECK, MANUFACTURER OF RAILWAY OIL COVERS, CART AND WAGON COVERS, OIL CLOTH, STACK COVERS, BOAT SHEETS, TARPAULIN, BRATTICE CLOTH, COKE AND CORN SACKS, POTATO BAGS, TWINE, &c., WIGAN.
LONDON AGENT.—T. E. WELLER, 15, Duke-street, Adelphi.

PATENT LEVER BREAK, FOR RAILWAY WAGONS, doing away with the objectionable break rack. Can be APPLIED to EXISTING STOCK at a TRIFLING EXPENSE. Royalty moderate. Models can be seen at 34, Great George-street, Westminster; and the breaks in action at the works of the Railway Carriage Company; at the Peterboro' Station, on the Eastern Counties Railway; the Rugby Station, London and North-Western Railway; the Cardiff Docks Station, Taff Vale Railway; and at the Works, Oldbury, near Birmingham, where all communications are requested to be sent.

SHORTRIDGE, HOWELL, AND JESSOP, HARTFORD STEEL WORKS, SHEFFIELD, SOLE MANUFACTURERS of HOWELL'S PATENT HOMOGENEOUS BOILER-PLATE METAL, combining the strength and durability of steel with the malleability of copper; warranted to bear double the pressure of the best boiler-plate iron; RIVETS, ANGLES, and STAYS of the same material. Also, RUSSELL and HOWELL'S PATENT CAST-STEEL TUBES, for multitubular boilers, shafting, railway axles, &c.

Application to be made to SHORTRIDGE, HOWELL, and JESSOP, Hartford Steel Works, Sheffield; and Messrs. HARVEY and Co., 12, Haymarket, London.

ROBT. T. WRIGHT, ENGINEER, & MACHINE MERCHANT, &c., 27, BELLE VUE TERRACE, PENDLETON, MANCHESTER.
HORIZONTAL and VERTICAL HIGH-PRESSURE ENGINES, SLIDE and SCREW-CUTTING LATHES, PUNCHING and SHEARING, PLANING, SLOTTING, and DRILLING MACHINES, &c., supplied to order.
Specifications prepared and forwarded with dispatch.

CALVERT'S PATENT PROCESS FOR MAKING COKE AND IRON FREE FROM SULPHUR.
For LICENSES to USE the above process, apply to ROBERT LONDON, Jun., 63, King-street, Manchester.
For APPLICATION of the PATENT to GAS WORKS, apply to Mr. GEORGE TRICKETT, Exchange Chambers, Manchester.

LEVER'S IMPROVED COLLIERY BRATTICE-CLOTH, in all widths, from 18 to 80 in.—For samples and prices, apply to the manufacturer, ELLIS LEVER, 2, Cleveland-buildings, Market-street, Manchester.

OWEN'S PATENT FOR THE PREVENTION OF ACCIDENTS, BY THE BREAKING OF ROPES AND CHAINS IN COLLIERIES, HOISTS OF MILLS AND WAREHOUSES.

If a rope breaks, the application of this patent to a cage will stop it under all circumstances, and is so simple that it will never be out of working order. It has been the means of preventing accidents at two collieries in Lancashire, and also tried experimentally at several others, all of which have shown the certainty with which it works. The right of use has been purchased by the following concerns, viz.:—

The Earl of Ellesmere, Worsley Colliery, 2 cages.
Mr. John Gibson, Little Hulton Colliery, 2 cages.
Messrs. Rylands and Sons, Manchester, 1 cage.
The Dunkirk Coal Company, Dukinfield, 4 cages.
The Trustees of the late Thomas Kindersley, Clough Hall Colliery, Staffordshire, 4 cages.
The Dukinfield Coal Company, 2 cages.
T. J. and J. Ashton, the Baileyfield Coal Company, Hyde, 2 cages.
Lord Vernon, Poynton Colliery, near Stockport, 11 cages.
The Bardsley Colliery Company, near Ashton-under-Lyne, 4 cages.
Messrs. Clayton and Brooks, near Stockport, 1cage.
Astley and Bedford Colliery, Messrs. S. Jackson and Co., near Leigh, 10 cages.
Messrs. Knowles, near Manchester, all.
Messrs. Lees, Jones, and Co., Oldham, 2 cages
Messrs. Thos. Wright and Co., Little Hulton, 4 cages.
Mr. Wrigley, near Oldham, 1 cage.
Mr. Fletcher, Receiver, Clifton Colliery, 14 cages.
Mr. Stanley, Moston Colliery, 5 cages.

THE CHARGE FOR PATENT RIGHT IS—
£6 per cage, the load not exceeding 10 cwts. of coal.
£7 per cage, the load not exceeding 20 cwts. of coal.
£8 per cage, the load exceeding 20 cwts. of coal.
£7 for all hoists.

If required, Mr. JAMES OWEN will give instructions, and superintend the making and application of apparatus necessary for one cage, for which a charge will be made of £1, and railway expenses.—For further particulars, address to JAMES OWEN and Co., Pendlebury, near Manchester.

AGENTS FOR YORKSHIRE.
Messrs. H. J. MORTON and Co., 2, Basinghall-buildings, Leeds.
AGENT FOR STAFFORDSHIRE.
ELLIS LEVER, 2, Cleveland-buildings, Market-street, Manchester.

TO IRONMASTERS, ENGINEERS, AND FOUNDERS.—The HARRINGTON IRON COMPANY are now PREPARED to SUPPLY MELTING and FORGE PIG-IRON, made from the rich HEMATITE IRON ORES of CUMBERLAND.—Address, HARRINGTON IRON COMPANY, Cumberland.

TO IRONMASTERS.—WILLIAM OAKES, having taken out a PATENT for the USE of a GAS TOP for BLAST FURNACES, which has been in operation for more than twelve months, and found to answer every expectation, OFFERS HIMSELF to SUPERINTEND the ALTERATION of BLAST FURNACES to the principle of the PATENT. The expense of fixing is moderate, and the ECONOMY in the USE of FUEL is very great where the PATENT GAS TOP is used.
Address, 115, High-street, Stockton-on-Tees.

TO PREVENT ACCIDENTS by WINDING OVER the HEAD GEAR, USE the PATENT SELF-ACTING STEAM BREAK, which at every lift from the mine shuts off the steam from the winding engine and applies the break, also records the number of lifts made.—For illustrated circular and price, apply to HETH ODDEN, engineer, St. Mary's, Manchester.

MESSRS. R. & J. COUPE, ENGINEERS and IRONFOUNDERS, MANUFACTURERS of HORIZONTAL HIGH-PRESSURE STEAM-ENGINES, from 10 to 200-horse power; the larger description of engines mounted with their IMPROVED EQUILIBRIUM SLIDE PISTON VALVE, which has proved itself so eminently adapted for winding and other engines.
Clayton Foundry, Wigan.

CONDIE'S PATENT STEAM HAMMERS.—FIRST-CLASS STEAM HAMMERS, from 10 cwts. to 7 tons, suitable for jobbing forges, puddling forges, engineers, ship-builders, wagon builders, smiths, &c., made under the subscriber's personal superintendence. JOHN CONDIE.
Govan Bar Ironworks, Glasgow.

STEAM PUMPS, FOR LAND AND MARINE PURPOSES, SINGLE or DOUBLE ACTING; sizes from 3¼ to 12 in. diameter, and from 4 to 18 in. stroke; by JOHN CAMERON. Used for feeding boilers, raising water (for reservoirs, tanks, irrigation, &c.), turning power, or as a steam fire engine.
Works, Egerton-street, Hulme, Manchester.

PATENT SAFETY FUSE.—The GREAT EXHIBITION PRIZE MEDAL was AWARDED to the MANUFACTURERS of the ORIGINAL SAFETY FUSE, BICKFORD, SMITH, DAVEY, and PRYOR, who beg to inform Merchants, Mine Agents, Railway Contractors, and all persons engaged in Blasting Operations, that, for the purpose of protecting the public in the use of a genuine article, the PATENT SAFETY FUSE *has now a thread wrought into its centre*, which, being patent right, infallibly *distinguishes it from all imitations*, and ensures the continuity of the gunpowder.

This Fuse is protected by a Second Patent, is manufactured by greatly improved machinery, and may be had of any length and size, and adapted to every climate.
Address,—BICKFORD, SMITH, DAVEY, and PRYOR, Tuckingmill, Cornwall.

SAFETY FUSE.—Messrs. WILLIAM BRUNTON and CO., PENHALLICK, near REDRUTH, CORNWALL, MANUFACTURERS OF FUSE, of every size and length, as exhibited in the Great Exhibition of 1851, and supplied to the Royal Arsenal at Woolwich, the Arctic Expedition, and every part of the globe.

Messrs. BRUNTON and Co. are at all times PREPARED to EXECUTE UNLIMITED ORDERS for SUPPLYING FUSE direct from their own MANUFACTORY, upon warrant that it will prove equal to, if not better, than any to be procured elsewhere.

ASPHALTE OR PITCH, 4s. per ton; TAR OIL, 2d. per gallon; COMPOSITION to PREVENT RUST in STEAM BOILERS, 10d. per gall.; at JNO. METCALF'S, Miles Platting Chemical Works, Manchester.

THE PATENT REGULATING AIR-DOORS.
European and American Steam-Ship *Indiana*, Gravesend, March 3, 1858.

SIR,—Having to leave Southampton at short notice, also with strange hands in the Engine Room, I was not able to devote much time to your PATENT REGULATING AIR-DOORS; yet, as I was obliged to steam round with *three* instead of *four* boilers, I am happy to say I WAS ABLE TO KEEP STEAM, with your invention, MUCH BETTER THAN I EVER COULD BEFORE. The smoke was cut off in a few seconds after every charge of fuel. Your's, respectfully, C. RICHARDSON, Chief Engineer.

Mr. J. Lee Stevens.

Marine Boiler Certificates, proving increase of steam, ventilation of stoking-rooms, cooling of funnels, and suppression of smoke, may be seen at 1, Fish-street-hill, City, London, E.C., from the *Brigadier*, *Sir Robert Peel*, *Lady Jocelyn*, *Princess Charlotte*, *Personenga*, &c.; W. B. Lambert, Esq., European and American Steam-Ship Company; Thos. Summers, Esq., Northam Ironworks, Southampton; Jas. Mitchell, Esq., Marine Boiler Works, Deptford; Laing and Stevens, London and Newcastle, &c. And relative to Land Furnaces, from Sir Anthony Rothschild, Messrs. Keens and Welch, and other leading establishments.

OVERLAND ROUTE.—WEEKLY COMMUNICATION BY STEAM TO INDIA, &c., VIA EGYPT.
The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE GOODS and PARCELS for the MEDITERRANEAN, EGYPT, ADEN, CEYLON, MADRAS, CALCUTTA, the STRAITS, CHINA, and MANILLA, by their steamers leaving Southampton on the 4th and 20th of every month; and for the MEDITERRANEAN, EGYPT, ADEN, and BOMBAY, by their packets leaving Southampton about the 11th and 27th of the month.

For further particulars, apply at the company's offices, No. 122, Leadenhall-street; and at Oriental-place, Southampton.

STEAM UNDER SIXTY DAYS ECLIPSED.
The MARCO POLO of this line sailed with the steam-ship ROYAL CHARTER from Melbourne, and arrived in Liverpool eight days before her.
PASSAGE MONEY £14 AND UPWARDS.

BLACK BALL LINE BRITISH AND AUSTRALIAN EX-ROYAL MAIL PACKETS.
Appointed to Sail from LIVERPOOL on the 5th and 13th of each Month, FOR MELBOURNE,
Forwarding Passengers by Steam to various Ports in AUSTRALIA AND TASMANIA.

Ship.	Register.	Burthen.	Captain.	Date.
MARCO POLO	1625	3000	CLARKE	5th April.
AFRICA	No passengers.		SHADWELL	13th April.
DONALD M'KAY	2594	5000	MUNDLE	5th May.
NEW SHIP	1200	3000	—	13th May.
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THE MINING SHARE LIST.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5120	Alfred Consols (cop.), Phillack* [S.E.]	3l. 11s. 10d.	£12	12 12½	£18 3 0	20 2 0—Feb. 2, 1858.
1624	Balleswidden (tin), St. Just	11½	4		12 5 0	0 5 0—Jan. 1, 1854.
4000	Bedford United (copper), Tavistock+	2l. 6s. 8d.	7	7¾	9 19 0	0 2 6—March 4, 1858.
240	Boscean (tin), St. Just	20½	70	65 70	21 0 0	3 0 0—Sept. 4, 1857.
200	Botallack (tin, copper), St. Just*	91¾	200	195 200	420 15 0	3 10 0—Feb. 16, 1853.
1200	Brightside and Froggatt Grove, Derbyshire.	3	2½	3½	3 0 0	3 0 0—Apr. 30, 1856.
1000	Bryntail, Llanidloes, Montgomeryshire	7¾	1¼	1 1½	0 5 0	0 5 0—July 1, 1856.
420	Budnick Consols (tin), Perran	2¾	6	5	0 10 0	0 10 0—Mar. 26, 1857.
6000	Bwlch (silver-lead), Cardiganshire	3l. 1s. 6d.	1	1	0 2 6	0 2 6—July 30, 1856.
4096	Calstock Consols (copper)	5	5	4½	0 2 6	0 2 6—Dec. 23, 1857.
1000	Carn Brea (copper, tin), Illogan	15	55	50 55	237 10 0	2 0 0—Nov. 11, 1857.
2048	Carnyorth (tin), St. Just	4½	5½	5½ 5¾	0 15 0	0 3 0—June 16, 1856.
300	Cefn Cwm Brwyno (lead), Cardiganshire	33	43	43	5 0 0	2 0 0—Mar. 25, 1858.
2000	Collacombe (copper) Lamerton	5	16	14 15	2 5 0	0 8 0—Dec. 2, 1857.
256	Condurrow (copper, tin), Camborne [S.E.]	20	80	70 75	85 0 0	2 0 0—June 10, 1857.
1055	Craddock Moor (copper), St. Cleer	8	38	35 40	1 4 0	0 7 0—Mar. 16, 1858.
30000	Craven Moor, Limited (lead), Yorkshire	½	¼		0 0 9	0 0 9—Feb. 28, 1856.
128	Cwmystwith (lead), Cardiganshire*	60	180	200	120 0 0	5 0 0—March 4, 1858.
280	Derwent Mines (silver-lead), Durham	300	150	150	122 0 0	10 0 0—June 25, 1857.
1024	Devon Great Consols (cop)., Tavist.* [S.E.]	1	470	470 480	609 0 0	7 0 0—Mar. 26, 1858.
672	Ding Dong (tin), Gulval+	33¾	18	18 18½	16 7 6	1 10 0—Mar. 2, 1857.
179	Dolcoath (copper, tin), Camborne*	257¾	300	300	943 0 0	8 0 0—Oct. 12, 1857.
13800	Drake Walls (tin, copper), Calstock	1l. 19s.	2	2	0 13 6	0 2 0—Sept. 11, 1857.
800	East Daren (lead), Cardiganshire*	32	110	112½	39 0 0	3 0 0—Feb. 18, 1858.
2048	East Falmouth (copper), Whitehurch	2	4½	4 4½	0 7 6	0 2 6—Jan. 25, 1858.
128	East Pool (tin, copper), Pool, Illogan*	24¼	150	150 200	297 10 0	2 10 0—Feb. 22, 1858.
1024	East Wheal Margaret (tin, copper)	7¾	5	5½ 6	0 5 0	0 5 0—Jan. 11, 1854.
5700	Exmouth (silver-lead), Christow	4l. 14s.	8	8	8 10 6	0 3 0—Feb. 23, 1858.
1400	Eyam Mining Company (lead), Derbyshire	5	45	48	16 13 4	1 0 0—Dec. 26, 1857.
4940	Fowey Consols (copper), Tywardreath	4	4	3¾ 4	41 4 3	9 6 0—Feb. 17, 1857.
4448	General Mining Co. for Ireland (cop., lead)	4	2¾	2¾	1 0 8	0 3 3—June 5, 1852.
2000	Goginan (silver-lead), Cardiganshire	11¼	2¾	2¾	22 0 0	0 5 0—Sept. 5, 1850.
1024	Gonamena (copper), St. Cleer	13¾	12	10 12	0 7 6	0 7 6—Dec. 21, 1852.
243	Grambler and St. Aubyn (copper)	109¾	115	110 115	7 0 0	1 0 0—Jan. 5, 1858.
6000	Great South Tolgus [S.E.]	2½	15½	14½ 15	1 14 6	0 5 0—Feb. 18, 1857.
6666	Great Wheal Vor (tin, cop.), Helston [S.E.]	9¾	1¾	1¾ 2	0 5 0	0 5 0—Oct. 22, 1855.
119	Great Work (tin), Germoe	100	100	100	221 10 0	7 10 0—Feb. 27, 1857.
1024	Herodsfoot (lead), near Liskeard	3½	7¼	7¼ 7½	3 15 0	0 12 6—Jan. 28, 1858.
6000	Hingston Down Consols (copper), Calstock	3½	6	6 6¼	2 16 0	0 2 6—Nov. 25, 1856.
2000	Holyford (copper), near Tipperary	11	8¾		4 2 6	0 5 0—Jan. 26, 1857.
2560	Isle of Man, Limited (Lead)*	25	42	42	56 17 3	1 0 0—Mar. 15, 1858.
76	Jamaica (lead), Mold, Flintshire	3l. 13s. 6d.	—		380 0 0	5 0 0—Mar. 10, 1851.
20	Laxey Mining Company, Isle of Man	100	1000	1000	1420 0 0	50 0 0—June 30, 1857.
160	Levant (copper, tin), St. Just	2½	115	110 120	1064 0 0	2 0 0—Feb. 17, 1858.
4000	Lewis Mines (tin, copper), St. Erth	6l. 1s. 11½d.	2	1¾ 2	0 10 0	0 10 0—Dec. 20, 1855.
400	Lisburne (lead), Cardiganshire, Wales*	18¾	120	120	307 10 0	3 0 0—Feb. 4, 1858.
6000	Marke Valley (copper), Caradon	4l. 10s. 6d.	1½	1½	0 5 6	0 3 0—Sept. 7, 1855.
6000	Mendip Hills (lead), Somerset	3¾	1¾	1¾ 1¾	1 7 6	0 5 0—May 29, 1857.
5000	Merllyn (lead), Flint	3¾	¾	¾ ¾	1 11 0	0 2 6—June 22, 1853.
1800	Minera Mines, Limited (lead), Wrexham	25	125	125	27 2 6	3 0 0—Feb. 11, 1856.
20000	Mining Co. of Ireland (copper, lead, coal)	7	17¼	17¼ 17¼	13 7 9	0 12 3—Jan. 7, 1858.
5000	Nanteos and Penrhiw, Limited (£2½ shares)	1¾	1¾	1¾ 1¾	0 1 6	0 1 6—Apr. 30, 1855.
8400	Nether Hearth, Westmoreland	2s.	1¾	1 1¾	0 2 0	0 1 0—May 21, 1856.
470	Newtonards Mining Company, Co. Down+	50	35		48 0 0	1 0 0—Oct. 17, 1856.
200	North Pool (copper, tin), Pool	36l. 10s. 8d.	65	60 70	324 0 0	2 0 0—Dec. 26, 1854.
700	North Roskear (copper), Camborne	12	27½	27½ 30	750 0 0	4 0 0—Sept. 26, 1853.
6000	North Wheal Basset (cop., tin), Illo.* [S.E.]	nil.	15	14 15	14 7 0	0 8 0—Feb. 24, 1858.
6400	Par Consols (copper), St. Blazey [S.E.]	1¼	19	18 19	31 14 0	0 10 0—March 2, 1858.
500	Peak United (lead), North Derbyshire	7¾	2¾	2 2¼	4 10 0	0 10 0—Apr. 12, 1856.
200	Phœnix (copper, tin), Linkinghorne	100	370	370	244 10 0	20 0 0—Nov. —, 1857.
1000	Polberro (tin), St. Agnes (Preferential)	15	5	5	18 11 9	1 0 3—July 11, 1857.
1772	Ditto (Old and ditto)	—	5	5	1 0 0	0 10 0—March 2, 1858.
580	Providence Mines (tin), Uny Lelant+	20l. 13s. 2d.	72½	70	72 4 6	2 0 0—Feb. 21, 1858.
2500	Rhoswydol and Bacheiddon (lead)	11¼	12		0 13 0	0 3 0—Oct. 21, 1857.
512	Rosewarne United (copper, tin), Gwinear	12	27½	27½ 30	32 10 0	1 10 0—June 8, 1857.
12000	Sortridge Consols (cop.), Whitchurch [S.E.]	6s.	1¾	1¼ 1¾	0 10 0	0 2 6—July 27, 1857.
256	South Caradon (copper), St. Cleer* [S.E.]	2½	350	370 390	500 0 0	8 0 0—Jan. 26, 1858.
128	South Crinnis (copper), St. Austell	19	235	235	60 0 0	20 0 0—June 14, 1855.
512	South Tolgus (copper), Redruth, Cornwall	8	75	75 77½	74 0 0	3 0 0—July 28, 1857.
496	South Wheal Frances, Illogan* [S.E.]	18l. 18s. 9d.	220	240 250	287 5 0	5 0 0—March 1, 1858.
1024	Spearne Consols (tin), St. Just, Cornwall	3l. 12s.	1¼	1 1¾	8 8 6	0 2 6—Dec. 10, 1853.
250	Spearne Moor (copper), St. Just+	23l. 7s. 8d.	15		4 5 0	0 10 0—June 13, 1856.
970	St. Aubyn and Grylls (cop., tin), Breage	6l. 8s. 4d.	4	4 4¼	0 17 6	0 7 6—April 1, 1852.
20000	St. Day United (tin and copper)	2	¾	¾	0 3 6	0 1 0—Feb. 21, 1858.
470	St. Ives Consols (tin), St. Ives	16	32	35 40	915 0 0	1 0 0—Nov. 19, 1857.
9600	Tamar Consols (sil.-lead), Beeralston [S.E.]	4¾	1	1 1¾	4 13 6	0 2 6—Feb. 7, 1856.
6000	Tincroft (copper, tin), Pool, Illogan [S.E.]	9	4¼	3¾ 4	8 13 6	0 10 0—Feb. 18, 1858.
572	Trelyon Consols (tin), St. Ives	11¾	9¼	9¼	1 15 0	1 0 0—Feb. 21, 1854.
96	Trevaveal (copper), Gwennap, Cornwall	42¾	65	55 65	4677 15 0	5 0 0—June 4, 1855.
120	Trethellan (copper), Gwennap, Cornwall	15¾	15	15	403 13 6	2 10 0—Apr. 29, 1851.
4000	Tretoll (copper, tin), Bodmin	1l. 3s. 6d.	1	¾ 1¼	0 5 0	0 5 0—July 9, 1856.
4096	Treweatha (silver-lead), Menheniot, Cornwall	2¼	1¼	¾ 1	1 12 0	0 3 0—April 2, 1857.
100	Trumpet Consols (tin), near Helston	95	20	20	55 0 0	5 0 0—Dec. 20, 1854.
400	United Mines (copper), Gwennap [S.E.]	40	110	110	61 5 0	2 0 0—Feb. 12, 1856.
20000	Vale of Towy (lead), Carmarthen [S.E.]	¾	1¾	1¼ 1¾	0 4 9	0 1 0—Mar. 12, 1858.
512	Wendron Consols (tin), Wendron	23l. 7s. 8d.	40	34¾ 35½	2 0 0	1 0 0—Sept. 22, 1857.
6000	West Basset (copper), Illogan* [S.E.]	1¾	25	24 25	12 18 0	0 8 0—Jan. 27, 1858.
256	West Caradon (copper), Liskeard [S.E.]	20	115	112¾ 115	285 5 0	2 0 0—Sept. 25, 1857.
256	West Damsel (copper), Gwennap	£10 7	110	110 115	22 0 0	2 0 0—July 20, 1857.
6400	West Fowey Consols (tin and copper)	7	9	8 9	0 2 6	0 2 6—March 5, 1858.
1024	West Providence (tin), St. Erth+	3l. 11s. 7d.	2	2 3	33 1 9	0 10 0—April 8, 1857.
400	West Wheal Seton (copper), Camborne*	38¾	300	300 305	108 10 0	6 0 0—Feb. 16, 1858.
1228	Wheal Arthur (copper), Calstock	8¾	3¾	3¾ 3¾	6 10 0	0 10 0—Oct. 25, 1855.
240	Wheal Bal (tin), St. Just	£15	18	18	2 0 0	1 0 0—Nov 14, 1855.
512	Wheal Basset (copper), Illogan* [S.E.]	5¾	230	210 230	478 10 0	4 0 0—Feb 2, 1858.
156	Wheal Buller (copper), Redruth* [S.E.]	5	300	300 ex div.	867 10 0	10 0 0—Mar. 16, 1858.
1024	Wheal Charlotte, Perranuthnoe	14	—	5 6	1 10 0	0 10 0—Sept 9, 1855.
250	Wheal Clifford (copper), Gwennap	—	250	230 250	42 0 0	3 0 0—Oct. 26, 1857.
5000	Wheal Fortescue (copper), Bodmin	nil.	¾		0 2 4	0 1 6—Jan. 14, 1856.
128	Wheal Friendship (copper), Devon	50	80	80	2385 10 0	10 0 0—Feb. 11, 1858.
1024	Wheal Grylls (copper, tin), Breage	4s.	¼	¼	0 2 0	0 2 0—Feb. 24, 1857.
512	Wheal Jane (silver-lead), Kea	3¼	15	12 15	8 10 0	1 10 0—Oct. 16, 1857.
5000	Wheal Kitty (tin), St. Agnes	4½	4	4½	0 6 0	0 3 0—Mar 24, 1857.
1024	Wheal Kitty (tin), Uny Lelant [S.E.]	£1 7 2	12	13	6 0 0	1 0 0—Sept 17, 1857.
430	Wheal Lovel (tin), Wendron	33	18		31 0 0	1 0 0—Sept 5, 1856.
448	Wheal Margaret (tin), Uny Lelant+	19¾	50	50 52¼	85 0 0	1 0 0—Feb 23, 1858.
1024	Wheal Mary Ann (lead), Menheniot+ [S.E.]	8	45	42 44 x d.	34 12 6	2 5 0—March 9, 1857.
80	Wheal Owles, St. Just, Cornwall	70	300	300	220 13 0	5 0 0—Aug. 2, 1857.
240	Wheal Reeth (tin), Uny Lelant	35¾	30	30 35	40 10 0	3 0 0—Aug. 23, 1852.
198	Wheal Seton (tin, copper), Camborne*	107	150	125 135	236 10 0	2 0 0—Oct. 12, 1857.
1040	Wheal Trelawny (sil.-ld.), Liskeard [S.E.]	4½	23¼	24½ 25¾	31 10 0	2 0 0—Jan. 26, 1858.
1024	Wheal Tremayne (tin, copper), Gwinear	11¾	2	1 1¼	10 2 6	0 7 6—Jan. 11, 1854.
4096	Wheal Wrey (lead), St. Ive+	1l. 9s.	4¼	4¼	2 12 6	0 2 6—Dec. 22, 1857.
5000	Wicklow (copper), Wicklow	5	45	48	28 15 6	1 10 0—Jan. 14, 1858.

[* Dividends paid every two months. + Dividends paid every three months.]

FOREIGN MINES.

10000	Alten and Qumnangen Un. (cop.), Norway	£16¾	6	6 6¼	4 5 0	0 15 0	—Nov. 21, 1853.
2464	Burra Burra (copper), South Australia	5	125	125	195 0 0	5 0 0	—March 3, 1857.
12000	Cobre Copper Company (cop.), Cuba [S.E.]	40	40	40 41	86 12 0	1 0 0	—Jan. 26, 1858.
10000	Copiapo Mining Company, Chili [S.E.]	16	14	13½ 14½	5 18 0	0 10 0	—Mar. 19, 1858.
7000	English and Australian	5	1¾	1¾ ex div.	0 7 6	0 2 6	—Feb 23, 1858.
30000	General Mining Assoc., Nova Scotia [S.E.]	15	18	18 19	10 5 0	0 15 0	—July 7, 1857.
13000	Linares (lead), Pozo Ancho, Spain [S.E.]	3	9	9¼ 9¾	5 2 2	0 5 0	—Dec. 24, 1857.
10000	Lusitanian (of Portugal) [S.E.]	1¾	1¼	1	0 6 3	0 2 0	—May 25, 1857.
103815	Mariquita and New Granada [S.E.]	1	¾	¾	0 5 0	0 1 0	—Jan. 29, 1858.
10000	Pontgibaud (silver-lead), France [S.E.]	20	5¾	5¾ 6¼	1 0 0	0 1 0	—June 26, 1855.
7000	Royal Santiago (copper), Cuba [S.E.]	16¾	2¼	2¼ 2¾	33 0 0	1 5 0	—July 12, 1848.
11000	St. John del Rey	15	13	13 13¾	35 7 6	1 0 0	—June 19, 1857.
43174	United Mexican (silver), Mexico [S.E.] Av.	28¾	4	3¾ 4¾	1 16 6	0 4 0	—Feb. 14, 1853.
88676	North British Australasian [S.E.]	1	¾	¾	0 3 11	0 1 3	—Feb. 25, 1857.

NON-DIVIDEND FOREIGN MINES.

Shares.		Paid.	Last Price.	Present.
20000	Acadian Charcoal Iron [L.]	£7	£7	7
20000	Australian [S. E.]	7¾	¾	¾ ¾
800	Bavarian Coal [L.]	25	—	—
75000	Bon Accord (copper) [L.]	¾	¾	¾ ¾
10000	Brazilian Land and Mining [L.]	5	—	—
6000	Central American (silver) [L.]	5	—	—
25000	Central Italian (copper) [L.]	2	—	—
40000	Chancellorsville Freehold	1	1s. 6d.	1s. 6d.
50000	Clarendon Consols [S.E.]	½	4s.	4s 4s 6d
53040	Cologne Mining Company	£1 4	¾	¾
10000	Copiapo Smelting [L.]	10	10 12	12
350000	Copper Miners of Eng. [S.E.] Stock	28	28	26 28
12000	Ditto, Pref., 7½ per cent. [S.E.]	25	27	27
75000	Dun Mountain (copper) [L.]	1	¾ 1¼	1¼
15000	East Indian Coal [L.]	10	10	10
2000	English Ridge, Newfound. [L.]	¼	5	5
25000	Fortuna	2	2	1¾ 2¼
35000	Fort Bowen, New	1	—	—
10000	Gt. Bar. Land, Harb., & Min [L.]	5	5¼	—
2309	Kinzigthal Min. Ass., Germany	4	1½	1
12000	Krautscheid [L.]	¾	—	—
25000	Levant Mineral [L.]	10	—	—
25000	Liberty, Virginia (gold)	1	—	—
40000	London and Virginia (gold)	17s.	—	—
224	Metallurgic [L.]	100	—	—
80000	Mount Carbon (coal), Virginia	1	—	¾
1000	Mount Gabriel Mineral [L.]	10	—	—
60000	New Granada [S.E.]	1	¾	¾ ¾
10000	New Grand Duchy of Baden	½	—	1
50000	Newfound. Mining Assoc. [L.]	2s.	¾	¾
5000	New Holtzappel Mining [L.]	1	—	1
16000	Nouveau Monde [S.E.]	1	¾	¾
20	Patent Gold Washing [L.]	100	—	—
65000	Piedmontese [L.]	1	—	—
100000	Port Phillip	1	¾	¾
50000	Quartz Reduction [L.]	1	¾	—
6000	Rossie and Canada Lead	6	—	—
47795	Strathalbyn (Limited)	1	—	—
7820	Ditto, Preference, 10 per cent.	1	—	—
2000	Turk's Head (copper) [L.]	½	1	5
1000	Western African Malachite	85	100	100
35425	Wheal Jamaica (copper)	17s.	17s.	17s.
75000	Wildberg (sil.-lead, copper)	2	1	¾ ¾
100000	Worthing (copper) [L.]	13s.	8s.	¾ ¾

PROGRESSIVE MINES.

Shares.		Paid.	Last Price.	Present.
6000	Abbey Consols (lead), Cardigan.	13s. 6d.	1¾	1
10000	Angarrack (copper), Phillack	1	1	1¼ 1½
256	Antron Consols	£6 12 3	8	—
10000	Arundell (cop.), near Ashburton	2	—	—
1000	Ashburton United (copper)	2	2½	2½
899	Balnoon Con. (tin), Uny Lelant	£5 3 6	1	1¼ 1½
10000	Ballymoneen (copper)	2	—	—
4000	Ballyvirgin (lead), Co. Clare	£2 3	3¼	—
10000	Bampfylde (copper), Devon	¾	—	¾ 1
1700	Bangor Slate [L.]	50	—	—
1000	Barf (lead), Keswick	1¼	2¾	2¾ 2¾
6000	Basset Graze United (cop.), Kea	1¾	—	—
4000	Bedford Consols (copper)	1	¾	¾ ¾
506	Bell and Lanarth, Gwennap	14	4¾	4
2200	Benderg (Limited)	1	1	1
2000	Berehaven	1	—	—
250	Berriow Consols (lead)	£13 16	8	8
5000	Boiling Well (cop.), Gwithian	3¼	1½	1
20000	Bog (lead), Salop [L.]	1¾	—	—
6000	Bolenowe (copper)	£1 17 6	¾	—
1258	Boscaswell	—	—	5 5½
3000	Brenkburne (iron & coal) [L.]	20	—	—
1120	Bridford Consols	£8 8	7¾	7¾
25000	Bristol and Forest of Dean [L.]	1	—	—
4000	Brook Wood, Buckfastleigh	¾	1	1
2000	Bronfloyd (4l. 5s. paid) [L.]	4	5½	—
4000	Bryngias Silver-Lead [L.]	1½	—	—
2000	Bryn-y-Fedwen (lead)	3½	1	—
5000	Buckland Consols (copper)	¾	¼	¼
6380	Buller and Basset United (cop.)	2¼	—	—
1209	Buller and Bertha (copper)	£1 5	1¾	1 1¾
2500	Bute Merthyr Steam Coal [L.]	20	—	—
5000	Cae-Cynon, Cardiganshire	10s. 6d.	¾	—
600	Calcot Hall (lead), Limited	10	—	—
2000	Calstock United (tin and cop.)	6¾	¾	1 1¾
1000	Camborne Consols (lead)	14	4	4
4600	Camborne Vean & Wh. Francis	£3 16	1¾	1¾
680	Cambrian Slate	25	—	—
1024	Caradon Consols (cop), St. Cleer	11	7	7 7¼
6000	Cardigan South Bog [lead]	1	—	—
916	Cargoll (silver-lead), Newlyn	£12 7 3	16	16
2580	Carmarthen United (lead) [L.]	2¾	4	4
4370	Carnewas (lead, cop.), Mawgan	13s.	1	¾
7900	Carrack Dews United, St. Ives	2¾	—	—
1055	Carvannall (copper) Gwennap	11	2¾	2¾ 3¼
6400	Carvath United, St. Austell	2¾	1½	1½ 2
10000	Carway & Duffrn (coal) [L.]	2½	5	5
6400	Castell (lead and blende), Card.	11s. 6d.	¾	¼ ¼
12000	Catherine and Jane Cons. (lead)	¾	¾	¾
6000	Cefn Gwyn (sil.-ld.), Cardigan	1	¾	
32	Cheesewring Granite	300	—	—
200	China Clay [L.]	50	—	—
64	Chirk Castle [L.]	250	—	—
6000	Chollacot Consols (copper)	3s. 6d.	¾	—
2000	Clara (silver-lead) [L.]	2l. 10s 6d	2¼	2¼
1024	Clijah & Wentworth (tin, cp.)	£24 0 6	6	5½ 6
8000	Clowance Wood (cop.), Crowan	¼	—	¾ ½
4000	Coed Mawr Pool (lead) [L.]	5	—	—
12000	College Mines (lead), Ireland	8s.	¼	—
2450	Cook's Kitchen (cp.) Illogan	£16 10 9	4½	4½ 5
256	Copper Hill (copper), Redruth	43	175	175 185
12000	Cornwall Great Cons. (lead, &c.)	2	—	—
40	Cwmdyle (copper) [L.]	50	—	—
1000	Cwm Erfin (lead) Cardiganah.	7½	10	10
6000	Cwm Sebon (lead), Limited	£2 6 6	1¼	1¼ 1½
31000	Dale, North Staffordshire [L.]	1	1¼	1 1¼
3000	Dulrhiew (lead)	2¾	5	—
1000	Daren (sil.-lead), Cardiganshire	6	5	4¾ 5
4096	Devon & Cornwall United (cop.)	£4 6 3	15	15 16
3907	Devon and Courtenay (copper)	20s 6d.	¾	¾
4000	Devon Burra Burra (copper)	£3 5	—	—
10000	Devon Great Elizabeth (copper)	£1 2	2	2
4566	Devon Wheal Buller (copper)	£1 18 6	¾	¾ ¾
6000	Devon Wh. Union (cop.), Tavis.	1	—	—
5000	Dolwen (lead) [L.]	1	—	—
4315	Duke of Cornwall, Lostwithiel	£6 4 4	3¾	—
3000	Dyfngwm (lead), Wales	£12 6 6	11	10 12
256	Eaglebrook, Llanphangel, Card.	40	30	30 35
4096	East Alfred Consols (copper)	£1 13 1	2¼	2 2¼
85	East Balleswidden, Sancreed	19¼	20	20
512	East Basset (copper), Redruth	29¾	95	95 97½
1024	East Buller (copper), Redruth	13	2¾	2¾ 3
6000	East Carn Brea (cop.), Redruth	14s.	—	4
6144	East Caradon (copper)	2¼	1¾	—
6000	East Cornwall Cons. (tin & op.)	2¾	3	2¾ 3
2048	East Goldscope [L.]	2	—	—
4096	East Gonamena (copper)	1s. 3d.	—	—
4000	E. Gunnis Lake & S. Bedf. (cp.)	£3 19 6	2¾	1¾ 2¼
5000	East Hender (copper), Crowan	¾	—	¾
6000	East Kitt Hill (tin), Calstock	¾	1¾	1¾ 1¾
4096	East Providence (tin), Uny Lel.	¾	1¼	1¼
5000	E. Rosewarne (cp., tin), Gwinear	£1 3 6	1	1 1¼
9000	East Tamar (sil.-ld.), Beerferris	£2 19	¾	¾ 1
256	East Tolgus (copper), Redruth	47	60	60 65
1000	East Trefusis (copper)	£4 8 10	4½	4 4¼
119	East Wheal Agar	67	—	10
6000	East Wheal Clifford (cop.), Kea	2	1¼	1¼
2048	East Wheal George (cop.), Devon	£4 6	2	2 2¼
10000	East Wheal Robert (copper)	¾	¾	¾ 1
4000	East Wheal Russell, Tavistock.	£1 11	6¾	5¾ 6
1020	Esgair Llee [L.]	10	11¾	—
5000	Exhall Coal [L.]	10	—	—
512	Forest (copper), Illogan	6	4	4
25000	Forest of Dean and S. Wales Iron	10	—	—
5000	Frank Mills (lead), Devon	£3 3 6	4	3 4
5000	Fee Donald (lead)	6	4	4
2320	Garreg (lead), Flint	£2 13 6	¾	—
4000	Gawton (copper), Tavistock	£3 9 6	1	1
6000	Gellfrheiron (sil.-ld.), Cardigan	1	¾	—
6000	Gerriant (slate), Beddgelert [L.]	8s.	—	8s.
1024	Gilmar (tin), St. Erth	£6 16 6	¾	¾
12000	Great Caradon and Slade [L.]	1	—	—
4096	Great Caradon (cop.), St. Cleer	¼	¾	¾ ¾
6000	Great Crinnis (cop.), St. Austell	¼	—	¾
4000	Great Dowgas (tin, &c.), St. Aust.	5¾	3	3 4
6000	Gt. East Tamar (ld.), Beerferris	—	¾	¾ ¾
15000	Great Hewas United (tin)	£1 19	1	1 1¼
12000	Great Northern [L.]	1	—	—
11742	Great Onslow Con., Camelford	1	1	1
1024	Gt. Sheba Con., Stoke Climsland	24¼	5	4¾ 5
12000	Great Sortridge, Whitchurch	6s. 6d.	—	—
6000	Gt. Tamar (sil.-ld.) Beeralston	—	—	—
14000	Gt. Tregune Consols, Altarnun	20s 6d.	1	1¼
6000	Gt. West Sortridge, Whitchurch	£1 6s.	2	—
5120	Great Wheal Alfred [S.E.]	£11 10 6	5¾	5 5¾
5120	Great Wheal Baddern (tin)	£3 10 6	¾	¾ 1
6000	Gt. Wh. Busy (cop. & tin), Kenwyn	7	7	6¾
1024	Gt. Wheal Fortune, Breage	£17 13 10	4	6 8
10000	Great Wheal Martha (cop.)	1	—	—
8634	Gwydyr Park Consols, Llanrwst	8s. 3d.	¾	¾
512	Halamanning and Croft Gothal	10¾	2	—
6400	Harwood [L.]	1	—	—
8192	Hawkmoor (tin, cop.), Calstock	1¼	¾	¾ 1
64	Hendre	250	—	—
1600	Hennock Black Ore [L.]	¾	1¼	—
1200	Herward Un. & Brynford Hall	£6 15	5	5
5000	Holmbush (ld., cop.), Callington	4¾	1¾	1¾
360	Hopton Wood Stone [L.]	50	—	—
6000	Huckworthy Bridge (copper)	5s. 6d.	¾	¾ ¾
4096	Huntingdon (tin)	£1¼	3	3
10000	Island of Ang. (coal, coke) [L.]	5	—	—
5000	Kelly Bray (ld., cp.), Callington	£3 19 6	1¾	1¾
2048	Keneggy, (cop., &c.) Breage	£1 4 7	2	2
6000	Keswick (lead), Portinscale	£4 9 6	1	—
6500	Kinnerton (lead), Salop	£1 3	—	1¼
6000	Lady Bertha (copper) [S.E.]	1l. 8s. 6d.	1¾	1¼ 1¾
2500	Lady Eliza (lead) [L.]	£1 5 6	—	20 25
1024	Leeds & St. Aubyn (tin, cop.)	£14 16 3	4¼	4¼ 4¾